

# Scale AVIATION Modeller International

Scale Plans:  
The Gekko  
by C. Owens



## Russian Naval Air Power

Richard J. Caruana goes aboard the first Russian carrier in Malta in many years



IPMS (USA)  
National  
Convention  
1996

Richard Franks  
reports

## Mosquito!

Richard Franks brings you the final installment of this special look at the Mossie



Bumper  
Issue  
**80**  
pages

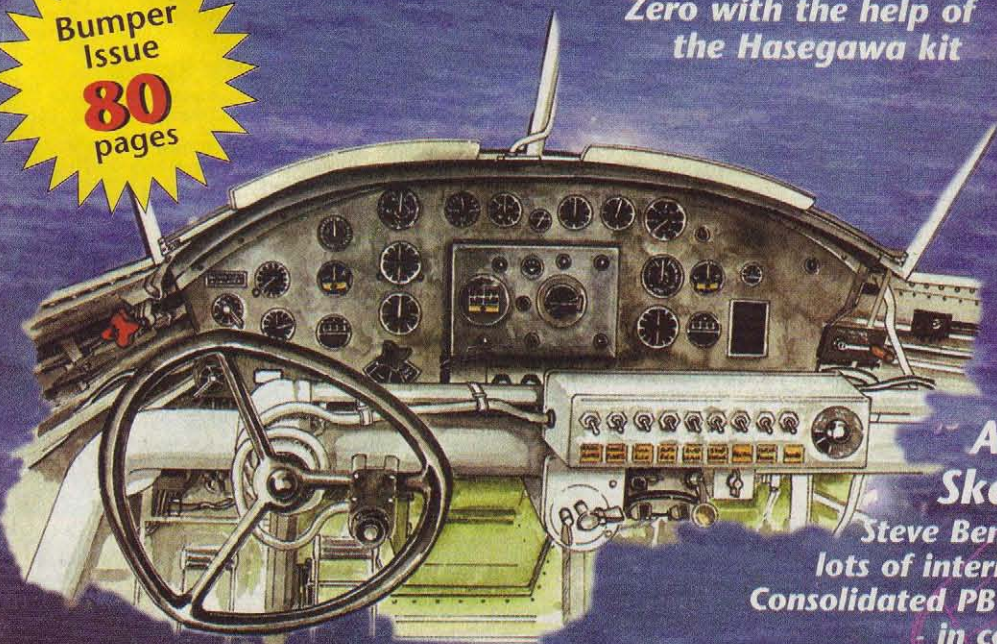
## Emperor's Wings Pt.5

Peter Fearis looks at the A6M5 Zero with the help of the Hasegawa kit



## Aviation History Colour File

Ian. K. Baker brings you the second part of his look at the development of RAAF camouflage and markings



## Aircraft Sketchpad

Steve Benstead brings you lots of interior detail for the Consolidated PBY Catalina in colour!







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**2 Capt. Don Grange takes you on a trip from London Heathrow into Kai Tak, Hong Kong**

Take your seat aboard this Boeing 747-400 for a flight from London to Hong Kong. During the programme we also take you into the flight simulator to show you procedures and facts about flying this incredible aircraft. Approx. duration: 60 mins. Colour.

**3 Capt. David Henry guides you over the Atlantic from London Gatwick into Orlando, USA**

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**4 Capt. Alan Dix invites you to join him on the Airbus A320 flight simulator**

In your "visit" to the simulator Alan takes you through many manoeuvres that airline pilots have to train for. You will see Rejected Take Off, Engine failure after V1, plus how to accomplish a barrel roll in the A320! Approx. duration: 73 mins. Colour.

**5 Capt. Guy Stephenson takes you on a round trip from London Gatwick to Miami, USA**

Take a guided tour aboard this Boeing 747-200 "Classic" aircraft, including a detailed look at the Flight Engineers panel. Other topics covered are Inertial Navigation System, Selcal, Traffic Alert and Collision Avoidance System, to name but a few. Approx. duration 112 mins. Colour.

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at DMZee Marketing Ltd  
24 Grove Place  
Bedford MK40 3JJ  
Telephone: (44) 0 1234 216016  
Fax: (44) 0 1234 261251  
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BPC Carlisle (UK)

**Distribution**

SM Distribution (UK)

**North American Distribution**

ADS Chicago (USA)

Contributions and photographic material are welcome, but must be accompanied by adequate postage to cover return. SAM Publications accept no responsibility for loss or damage to materials supplied.

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# Contents

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SCALE AVIATION MODELLER International Vol. 2 Issue 9 September 1996

## EDITORIAL

In this month's edition I have done, or should I say, not done, something that I have been doing since I became editor last year. As you will soon see I have not built any review kits this month - shock horror! Although you will find my review of the Bf 109TL, this kit was in fact built a while ago. The main reason for my lack of modelling was a trip over to the USA to attend their national convention. This basically used up a two week period of the month and that is usually my 'modelling time'. Next month I hope to get at least one built although another event in early September may well put a stop to that, namely me getting married!

It is unusual for me to start the editorial so easily especially considering what I said last month, so now let's get back to normal. This month you will find a few things different with the magazine, not least of which is the title's sex change. No longer are we SAM, but SAMI. The 'International' element of the title is purely to reflect that we are just that, an international modelling magazine and going by the people I talked to in the USA there are many of you out there who have only just got hooked. To you all, welcome aboard.

The other thing you will find different is the number of pages, yes at long last we have had to go up to 80 pages. I did warn you about the shortage of space we were suffering a few months ago and now we have taken the plunge and added an extra 16 pages. Hopefully this will allow us to better utilise artwork and photographs as in the past we have had to cram

things in on many an occasion. I hate small pictures, so the extra 16 pages should make things better. We are also finding ourselves with more and more advertisers, which is great as their support is greatly appreciated, however I have a percentage of adverts to copy that I do not like to cross and that is no more than 15% advertising to contents. This basically meant about 9 pages in a 64 page mag and 12 pages in this 80 page format. We may have to go to as many as 15 pages, but hopefully the contents will never suffer for the benefit of adverts.

A change of name and format also needs a few internal changes, so we have introduced the 'Calling all Model Clubs' page and we ask all clubs who have a monthly etc. magazine to send us regular copies so we can feature them within this section. It will also include all events and meetings, plus a special help page for people in clubs seeking help from other groups etc. You will also find this month that aviation artist Steve Benstead has improved his artwork still further (is that possible I hear you cry) and from now on his sketchpad features will be in colour. Talking of Steve, he has been quite flattered lately as he was told all about the inclusion of similar interior artwork in a similar publication. They say emulation is the greatest form of flattery you know!

Well I hope you like what is happening to us, if so let us know, if not keep it to yourself! (no only kidding).

Until next month...

*Richard A. Franks*  
Editor

## NEWS & REVIEWS

**516..... News Update**

Lots of US news plus a selection of gossip from around the globe

**518..... Previews**

An initial look at some of the latest kits we have received for review

**519..... Reviews**

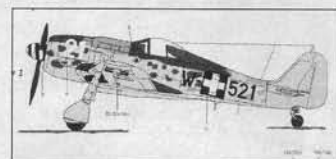
Our reviewers build a selection of new and reissued kits

**528..... Accessories**

Lots of goodies from KMC, Airfield, Belcher, Final Touch and True Detail

**535..... Decals**

Lots of new sheets from Propagteam, InTech, Cloud Master, Three Guys Replicas and AeroMaster



## FEATURES

**542..... Glasnost!**

Richard J. Caruana recently had the good fortune to get aboard Russian carriers when they visited Malta for the first time in many years. His report on what he found includes a wealth of Sea Flankers!

**548..... Classic Album**

A selection of classic photos from the collection of Harry Woodman in this new feature

**552..... Aircraft Sketchpad**

Steve Benstead goes all colourful this month with his usual excellent interior artwork for the Consolidated PB4 Catalina

**554..... Mosquito! Part 3**

In this month's final part of this special look at the Mosquito, your intrepid editor looks at all the currently available kits as well as bringing you the feedback from readers

**560..... The Emperor's Wings - Part 5**

In the fifth article in a series, Peter Fearis builds and details the A6M5 Zero using the Hasegawa kit as a basis

**566..... Quick Look**

With so many excellent new kits due in the latter stages of 1996, we take a special look at the new 1/144th scale kits from Academy, the Blue Max Pzlf D.XII, the Italeri Do 217K-2 & Fritz-X and the Junkers G-38 from Revell

**568..... Show Time!**

We bring you photo reports from the Midland Expo 96...  
...and the Lordwood Model Club's annual 'It's a small world' events

**572..... Aviation History Colour File**

Ian K. Baker brings you the second part of the history of RAAF camouflage and markings

**575..... IPMS (USA) National Convention**

Well the editor had to have a reason for going to the show, so here are his photos from this year's event!

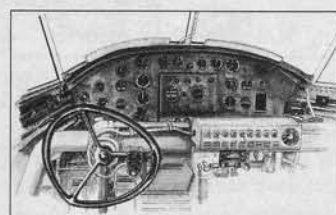
**580..... Scale Plans**

Colin Owers brings you a comprehensive set of scale plans for the Nakajima J1N1 'Gekko' (Irving)

**584..... Modelling Book Shelf**

**587..... Calling All Model Clubs** The new page for all plastic scale model clubs

**588..... Readers' Classified Advertisements**



# News Update

## Hobbycraft

The latest kits to be released in the UK from this source are the range of 1/48th scale F4U Corsairs. The range so far consists of the F4U-1 'Birdcage', FG-1D 'Post-War COIN Bird' and the F4U-1A 'Brewster' Corsair. Each retails for £12.99 in the UK and they feature good overall detail with recessed panel lines and various weapons fit depending on their intended role. To follow will be the F4U-1D 'Ground Attack' Corsair and the 'British Commonwealth' Corsair. A surprise release, as it was not mentioned in the catalogue, is the F4U-2 Corsair Night Fighter and this should be available at about the same time as the above two.



A new series of P-40's will also be issued by this firm and they are all due very soon. The range will consist of the P-40B 'Pearl Harbour Defender', P-40C 'AVG Tiger Shark' and the RAF Tomahawk. Each of these kits will be £12.99 and they will have the same sort of specifications as the Corsairs.

All Hobbycraft products are imported into the UK by Pocketbond Ltd. Contact them on 01438 798593 for details.

## Scale Model Accessories

The latest resin figures from this firm are the second 'Luftwaffe Ground Crew Pushing' set. This comprises three figures, one pushing on a tow bar whilst the other two 'put their back into it' as it were!



The set costs £6.87 and can be obtained from most specialist model shops or direct from the manufacturer. Fax them on 0181 805 1751 for more details.

## True Details

Latest in this range of resin and etched brass accessories are the following items:

1/32nd F-4 Phantom wheels £5.95

1/48th He 111 cockpit set £9.95

1/72nd Hurricane wheels £2.95

Due by the time this is read should also be: 1/48th PBV-5 cockpit set £9.99

1/48th MiG-15 cockpit set £5.95

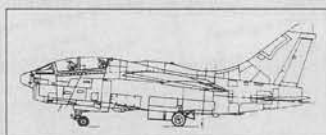
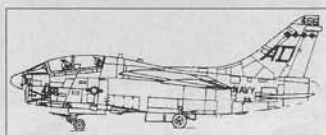
All True Detail products are imported into the UK by Pocketbond Ltd. Contact them on 01438 798593 for details.

## Czech Master Resin

The latest news from this source is that there will be two all new 1/72nd scale kits of the Spitfire before long. The first is the F.21 (Kit No 1096) and this will be followed by the F.22/24 (1097). Each kit will feature decals by Propagteam and the expected UK retail price is around £15.99.

All Czech Master kits are imported by H.G. Hannant Ltd, so give them a ring if you are interested in the above.

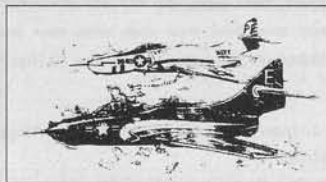
## Maintrack



Released in late July are a series of 1/72nd scale injection moulded conversion sets by this well known Hastings based firm. The examples released so far include the TA-7C/EA-7L 2-seat Corsair which comes complete with four decal options and the A-7K 2-seat Corsair with decals. Each converts the Fujimi A-7D kit and each is limited to just 500 copies worldwide. The UK price is just £7.99 and having studied them recently they are well produced and therefore well worth having.

## Golden Wings

This is another part of Maintrack Models range and the latest release in this series is the Grumman F9F-8/P Cougar in 1/48th scale. The kit is vac-formed with metal detail parts and decals. The options given in the kit allow you to make the F9F-8 naval fighter or F9F-8P photo-reconnaissance versions.

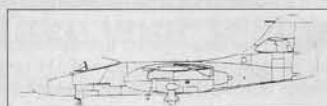
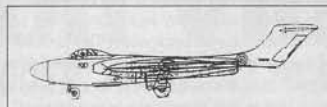


The UK retail price for this excellent kit is £22.50.

## Project X

Yet another part of the Maintrack Models product range, this vac-formed series of prototypes has become very popular over

the years and the latest two kits released in late July/early August are the De Havilland DH110 and the Northrop A-9A. The DH110 is depicted as the second prototype machine (WG240) and the A-9A is of course the machine which lost out to the Republic A-10 as the new generation tank buster for the USAF.



Each kit features vac-formed plastic main components with metal detail parts and decals and each retails for £11.95.

## Creations Chaubert

This is a French company who produce high quality resin kits. The most recent releases from this firm are all to 1/48th scale and they are the Caudron C.450, Dewoitine D510 and the Nieuport delage NiD 622. Only the C.450 includes decals and they retail in the USA for \$55.95 (£37.30), \$65.95 (£43.97) and \$71.92 (£47.95) respectively.

The only source I have so far is Meteor Productions in the USA so contact them on 703 591 0652 for more details.

## Air Craft Models

Following on from their superb 1/72nd scale kit of the De Havilland DH91 Albatros, this firm's next kit will be a 1/144th scale Junkers Ju 90.

The kit will be vac-formed with metal detail parts and decals. I have no idea of a release date or price as yet but I will keep you informed as soon as I know.

## Eduard

The latest etched brass sets from this source are for the Su-22UM (72187), P-38J (72201), Su-34 (72003) and Pe-2 (72206) in 1/72nd scale and the Hurricane Mk I (48169), Su-27UB (48171), A-6E/EA-6B (48172), Su-22M4 (48173), P-39 (48176) and A6M3 Zero (48176) in 1/48th scale.

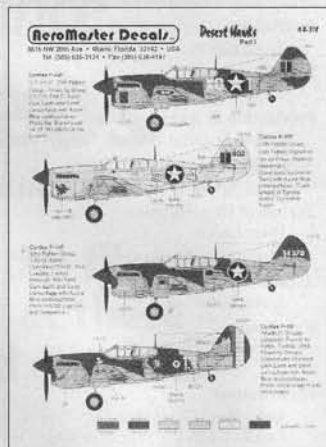
I do not have prices for these items as yet, but you may contact Four Plus UK on 01702 559308 or Hannants on 01502 517444 for more details.

## AeroMaster

As a quick preview to the latest sheets released by this firm I will give you a run down of a couple of the sheets on offer. Hopefully we will give you a complete review of all the new sheets in next month's edition.

Two new sheets for the P-40 have been released in 1/48th scale. The first, number 48-218, is entitled 'Desert Hawks Part I' and it has options for four machines. A 79th FG P-40F, a 57th FG, 65th FS P-40F, a 33rd FG, 12th AF P-40F and a French Air Force P-40F

are included on this sheet. The other part of this set is sheet number 48-219 and this too features four machines. The first three are P-40F's whilst the last option is a P-40L.



There have also been three new sheets for the 1/48th scale B-29 Super Fortress during operations over Korea. Each of the three sheets features markings for two machines and these are 'Southern Comfort', 'Atomic Tom', 'South Sea Sinner', 'Our Gal', 'Dragon Lady' and 'Top of the Mark'.



I mentioned the 'Choice Kit Collection' range from this source in last month's News Update (See Page 453) and I have now had a chance to actually see the kits 'in the plastic' as it were.



The first two kits to be released will be the Ex-Heller Mirage 2000N and F-84G Thunderjet. Each kit has AeroMaster decals, resin and etched brass interior, wheel wells etc by KMC, a collector's full colour box and comprehensive instructions. The price in the USA is \$20+ so they should be around £15.00+ in the UK.



The next two kits in the series will be the old OEZ kits of the MiG-21MF/Bis/SMT and MiG-17. Once again these kits will have all the features of the above examples and they will be around \$30.00 in the USA, so expect a UK price tag of around £25.00.



Production of each kit is limited and as yet I am still unsure if they will be readily available in the UK. If you are interested in the range therefore I would suggest you contact AeroMaster's UK importer, H.G. Hannant Ltd, for more details.

With the recent release of the Polikarpov I-153 and He 51 by Classic Airframes (See elsewhere), it will come as no surprise to hear that a new selection of decals for these two kits will be out from AeroMaster very soon.

## Modelcraft

The long awaited 1/48th scale kits of the F-82 Twin Mustang should be released before much longer. First will be the F-82E version and this will be followed by the 'B' (Betty Joe) in mid-August and the 'G' (Midnight Sinner) in October.



Recently released in 1/72nd scale are the ex-FROG Avro Shackleton, Sea Vixen and Wellington Mk II with Merlin engines.

Due later in 1996 or early 1997 will be the DHC Caribou in 1/72nd and the DHC Beaver, Twin Otter and Cessna 172 in 1/48th scale.

## MSAP

This well known decal manufacturer has recently branched out a bit and produced an excellent new product in the form of a camouflage colour chart.

The first three charts to be released are for the US Navy (Squadron & carrier ID Colours), RAF Day Fighters (WWII - Northern Europe) and the Condor Legion (Fighter Camouflage). Each chart consists of two high quality card pages in (US) A4 format. Each page is punched with three holes for fitment in ring binders and the first page contains colour patches of 37mm x 25mm. The other page consists of examples of typical camouflage patterns etc for the appropriate topic covered on one side and a chart listing all the possible colour combinations for certain aircraft types on the other.

The set is intended to grow over the years

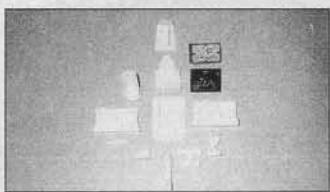
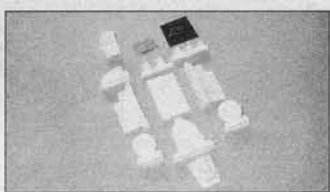
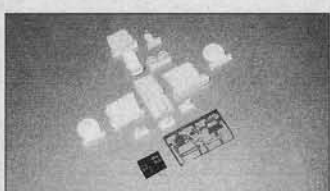
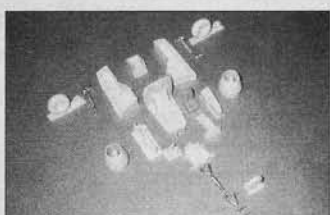
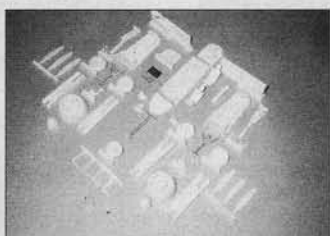
and it will build into a most impressive colour reference guide. At present each guide is selling for about \$6.00 (£4.00) in the USA, so if you are interested you can contact any UK company which carries the MSAP range.

Latest decal sheets from this firm include sheets for the Republic P-47N (4854), Spitfire Mk V (4855), NA P-51B/C Mustang (4858), Ilyushin Il-2 (4859), PBV-5/5A Catalina (4860) and Korean War MiG-15's (4861)

We will bring you a full review of all these products in next month's edition.

## Marine Air Products

You may recall that I mentioned this firm a few months ago. They produce high quality resin, metal and etched brass upgrades for Combat and ID Models vac-formed kits. The range covers both aviation and naval subjects and it has recently been expanded to cover some of the older 1/32nd scale Revell aircraft kits.

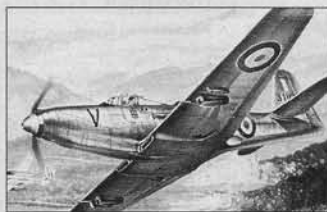


Pictures of the latest examples from this firm recently arrived and as you can see the products are of a very high standard. Shown here are sets for the Combat Models 1/32nd scale He 219 (\$42.00), Arado Ar 234 (\$38.00) and Revell's 1/32nd scale F4U-1A Corsair (\$32.00), Bf 109F/G (\$32.00), P-51B (\$32.00) and P-38 Lightning (\$28.00). Most of the sets feature etched instrument panels with acetate backing films.

If you are interested in these or any other of MAP's range, contact them at; 7111 West Indian School Road No 126, Phoenix, Arizona 85033, USA.

## Hi-Tech

The superb new 1/48th scale mixed media kit of the Bell P-63C Kingcobra should be available by the time you read this. The kit comprises limited-run injection moulded plastic fuselage, tail and wings, with beautifully cast resin interior, wheel wells and wheels, metal propeller blades and undercarriage legs and a vac-formed canopy. The model features decals for a French Indo-China operated machine and these decals are produced by AeroMaster.



The UK price for this kit is just £24.99 and the Hi-Tech range is imported into the UK by H.G. Hannant Ltd.

## Classic Airframes

The latest two releases from this firm are the Heinkel He 51A and the Polikarpov I-153 in 1/48th scale. Each kit features limited-run injection moulded plastic with resin and etched brass detail parts and decals. The quality of the injected parts is a far cry from their first kit, and the finesse of the gates and sprues as well as the recessed panel lines is most commendable. Each kit will be £18.95 in the UK and you should contact Four plus UK for more details.

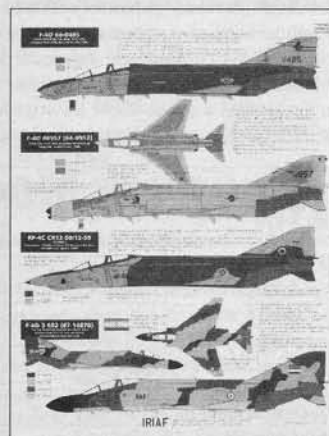


The next kit to be released in this range will be the MiG-3 and this will be available in October. Once again the UK price will be around £18.95.

## Cutting Edge

The latest decal sheet offered by this firm is for the F-4D and RF-4C Phantom II in USAF and Foreign Operators schemes. There are four schemes offered on the sheet and they are a F-4D of the 136 FID/107 FIG, NY ANG, July 1989, an F-4D of the Republic of Korea Air Force, 1988, an RF-4C of the

Spanish AF in 1989 and an F-4D of the Iranian Air Force.

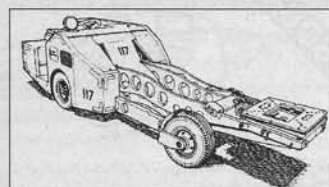


Each sheet features full colour instructions and it is available in 1/32nd (32005), 1/48th (48018) and 1/72nd (72020) scales.

Due very soon from this firm is their first full kit. It is a 1/48th scale Mil-8 Hip helicopter and looking at the test shots on show at the IPMS USA Nationals it will be a most impressive model. The kit is, I think, limited-run injection moulded plastic with resin and metal details. All the rotor head and blades are metal and the kit will come with two big decal sheets including a very colourful German example. As yet I have no idea of price or availability, but I will let you know as soon as I do.

## Kendall Model Company

Apart from their recent releases reviewed in this month's accessories section, the latest couple of releases seen from this firm in the USA include T-33/F-80 265 gallon tip tanks and T-33 intakes for the Hobbycraft kit in 1/48th scale. Also new in 1/32nd scale is a weapons loader suitable for use with any of the new F-4 Phantoms in the same scale.



We will bring you full reviews of these kits next month, but in the meantime if you are interested in these products contact KMC's UK importer, H.G. Hannant Ltd, for more details. You should also note that the SC-250 and SC-500 'Minenbombe', SD-500 'Splitterbombe' and PC-1000 'Panzersprengbombe' in 1/48th scale are all now out of production. The SC-250, SC-500 and SD-500 in 1/72nd scale are also no longer produced.

## Roberts Model

The latest release from this American firm is a 1/32nd scale P-38 E, F, G or H variant conversion based on the Revell P-38J kit. The conversion consists of vac-formed nacelle tops and boom intakes, resin

News Update continued on page 524...



# Previews

You will notice this month that some of the previews have an 'Origin' sub-heading. It has become increasingly noticeable that many of you are confused and concerned about the number of re-boxings of other manufacturer's kits which is occurring. In future all kits which are released under another company's label will carry this origin heading and in it will be the original manufacturer of the kit and a country of origin. We hope this helps - Ed

## Air Craft Models

Kit # 710 De Havilland DH.91 Albatross 1/72 scale



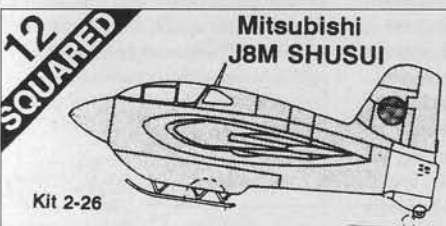
### Technical Data

**Kit:** De Havilland DH.91 Albatross  
**Manufacturer:** Air Craft Models  
**Scale:** 1/72nd **Price:** £23.00 + P&P  
**Type:** Vac-Formed Plastic & White Metal  
**Parts:** Plastic; 28 Metal; 30, Plastic Card, Clear, Metal and Plastic Rod, Contail Rod and Brass Wire  
**Decal Options:** 1  
**Distributor:** Air Craft Models, Stables House, High Street, Swineshead, Bedford, MK44 2AA  
**Tel:** 01234 708117



### Technical Data

**Kit:** Lockheed F-104C Starfighter **Manufacturer:** Revell  
**Scale:** 1/72nd **Price:** £8.95  
**Type:** Injection Moulded Plastic **Parts:** Plastic; 80, Clear; 11  
**Decal Options:** 2 (479th TFW & 8th TFW)  
**Distributor:** Revell GB c/o Binney & Smith Ltd, Amphill Road, Bedford.  
**Tel:** 01234 360201



### Technical Data

**Kit:** Mitsubishi J8M 'Shusui' **Manufacturer:** 12 Squared  
**Scale:** 1/72nd **Price:** \$14.95  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic; 20 Clear; 3 **Decal Options:** N/A  
**Manufacturer:** Twelve Squared, PO Box 21567, Eagan, MN 55121-0567, USA



### Technical Data

**Kit:** F4U-1A 'Brewster' Corsair **Manufacturer:** Hobbycraft  
**Scale:** 1/48th **Price:** £12.99  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic; 92, Clear; 3 **Decal Options:** 2  
**Distributor:** Pocketbond Ltd, PO Box 80, Welwyn, Herts, AL6 0ND  
**Tel:** 01438 798593 **Fax:** 01438 798616



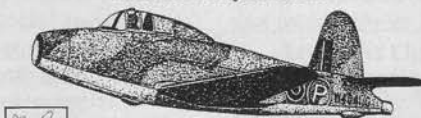
新金型 NEW TOOL プラスチック 1996

### Technical Data

**Kit:** Supermarine Spitfire Mk VIII **Manufacturer:** Hasegawa  
**Scale:** 1/72nd **Price:** £8.99  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic; 42 Clear; 2 Poly Caps; 4  
**Decal Options:** 2 (No's 155 & 92 Sqn)  
**Distributor:** Amerang Ltd, Commerce way, Lancing, West Sussex, BN15  
**Tel:** 01903 765496

## Gloster E28/39 "Whittle"

Britain's first jet aircraft



1/72 limited run injection moulded kit

### Technical Data

**Kit:** Gloster E28/39 'Whittle'  
**Manufacturer:** High Planes Models  
**Scale:** 1/72nd **Price:** £TBA  
**Type:** Limited-Run Injection Moulded Plastic, Vac-Form Clear & White Metal  
**Parts:** Plastic; 17 Vac (Clear); 1 Metal; 1  
**Decal Options:** 1  
**Distributor:** H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk, NR32 2AT  
**Tel:** 01502 517444



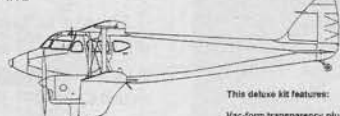
### Technical Data

**Kit:** Supermarine Spitfire FR Mk XIV  
**Manufacturer:** Academy  
**Scale:** 1/48th **Price:** £13.49  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic; 84 Clear; 6 **Decal Options:** 1  
**Distributor:** Toyway, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts, SG6 1SG  
**Tel:** 01462 672509

RRR7208

De Havilland DH90 Dragonfly

Scale 1/72



Contains white metal parts  
 Totally unsuitable for children or rugrats

RugRatResins

This deluxe kit features:  
 Vac-form transparency plus spare  
 High quality urethane resin parts  
 Full decal sheet for three versions  
 White metal parts  
 Comprehensive instructions  
 Detailed general arrangement drawing

### Technical Data

**Kit:** De Havilland DH.90 Dragonfly  
**Manufacturer:** RugRatResins  
**Scale:** 1/72nd **Price:** £21.95  
**Type:** Resin, Vac-Formed Plastic & White Metal  
**Parts:** Resin; 12 Vac-Form (Clear); 4 Metal; 10  
**Decal Options:** 3



Kit 2-27  
 1/72

YOKOSUKA  
 OKHA-22

Larger jet powered Kamikaze,  
 50 built, one flown by war's end

### Technical Data

**Kit:** Yokosuka Okha-22 **Manufacturer:** 12 Squared  
**Scale:** 1/72nd **Price:** \$14.50  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic; 28, Clear; 1 & Metal Tube.  
**Decal Options:** N/A  
**Manufacturer:** Twelve Squared, PO Box 21567, Eagan, MN 55121-0567, USA



Kit 2-30  
 1/72 Scale

General Atomics

GNAT 750

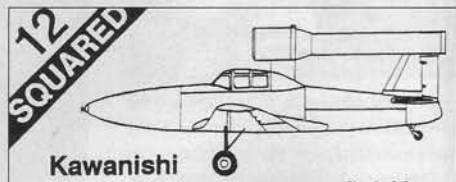
### Technical Data

**Kit:** General Atomics GNAT 750 **Manufacturer:** 12 Squared  
**Scale:** 1/72nd **Price:** \$TBA  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic; 17 & Metal Nose Weights.  
**Decal Options:** N/A  
**Manufacturer:** Twelve Squared, PO Box 21567, Eagan, MN 55121-0567, USA



### Technical Data

**Kit:** Grumman TBM-3 Avenger 'Shamrock Bay'  
**Manufacturer:** Hasegawa  
**Scale:** 1/72nd **Price:** £10.99  
**Type:** Injection Moulded Plastic **Parts:** Plastic; 54 Clear; 8  
**Decal Options:** 2 (VC-94 & VC-97 USN)  
**Distributor:** Amerang Ltd, Commerce Way, Lancing, West Sussex, BN15  
**Tel:** 01903 765496



Kawanishi  
 BAIKA

Kit 2-28

### Technical Data

**Kit:** Kawanishi 'Baika' **Manufacturer:** 12 Squared  
**Scale:** 1/72nd **Price:** \$14.50  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic; 15, Clear; 1 & Metal Tube.  
**Decal Options:** N/A  
**Manufacturer:** Twelve Squared, PO Box 21567, Eagan, MN 55121-0567, USA



Kit 2-29

### Technical Data

**Kit:** Northrop JB-10 **Manufacturer:** 12 Squared  
**Scale:** 1/72nd **Price:** \$14.50  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic; 11 & Metal Tube **Decal Options:** N/A  
**Manufacturer:** Twelve Squared, PO Box 21567, Eagan, MN 55121-0567, USA



# Reviews

## Il'ya Murometz Type B



### Technical Data

**Manufacturer:** Maquette  
**Scale:** 1/72nd **Price:** £14.95  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic; 170 Clear; 10  
**Decal Options:** 1  
**Importer:** Pocketbond Ltd P.O. Box 80,  
Welwyn, Herts. AL6 0ND  
Tel: 01438 798593 Fax: 01438 798616

The first four engined bomber and the first aircraft to carry an internal bomb load and use a bomb sight. The Sikorsky Il'ya Muromets was the largest aircraft in the world till 1917. Designed by Ignor Sikorsky, the brilliant young chief designer for the Russo-Baltic Railway factories who went on to find fame in the United States. This, the Ilya Muromets V was the most successful of the series of large aircraft built by these factories. It first flew in 1915 and 32 were built. It was powered by four 150hp Sunbeam engines, had a wingspan of 97 feet, a maximum speed of 75 mph, at a maximum height of 10,000 feet. It carried a crew of up to 7 and could carry 1000lb of bombs on a round trip of about 375 miles. The aircraft had a most successful career. In the space of two years it made over 400 raids on Germany, for the loss of only 2 aircraft. In fact the French and British were hoping to build the aircraft under licence in 1916 but could not persuade the Russians.

I have taken a little space to give a brief thumbnail sketch of the aircraft as, until I came across the kit under review, I was completely ignorant about the existence of this machine.

### The Kit

The kit comes from Russia and on opening the box you are confronted by two very large sprues, one in grey and one brown...why the two colours? I have no idea as the colours are irrelevant. The mouldings were better than I expected with two large fuselage halves and very large wings. There is virtually no flash with just the usual cleaning up required on the edges of the mouldings. The plastic is easy to work with, not being too brittle.

The instructions come in the form of exploded drawings. There is a lot happening at each of the six stages. Careful study is required as one problem for inexperienced modelers will be that there are very few location lugs on the kit. Make a dry run at each stage before using any glue so that you are happy that

the part is to be attached where intended.

### Construction

The first stage is the construction of the interior and cockpit. The fuselage sides on this copy of the kit required the removal of three raised circles of flash. This was accomplished with a modelling knife. Unfortunately this meant that some of the ribs were removed. I reinstated them with a little filler. The instructions advise a mid-grey colour for the interior. I used Humbrol 140. There are two bulkheads, one in clear plastic, part of which being an internal window. This was masked with my Tamiya masking tape and painted. The drawings are a little unclear about the exact placing of these bulkheads. The lack of clarity of the instructions is a common problem. When happy with their location I found that they were too wide by about 2mm. The excess had to be clipped away. I glued all the internal components onto the starboard section of fuselage, using the instructions as a rough guide. The instructions want you to add the glazing at this point, however as they are fitted from the outside I decided to wait a while.

Once the cockpit was completed it was time to glue the two fuselage halves together. The fit, even without the aid of locating lugs, was not too bad. The cross-section of the fuselage is square which probably helps. I made sure that the upper surface was flush. This meant that there was a little overlap on the underside of the fuselage which can be more or less remedied with the use of a scalpel blade.

The attachment of the wings was the most difficult part of this kit. According to the instructions the upper wings are attached to a structure glued to the top of the fuselage. However there is no indication on the kit or in the instructions as to the exact location point of this structure. I decided that it would be best to attach the lower wings first as there are, in fact, locating lugs and holes for accurate positioning of these wings. Once these are in place it will be easier to accurately locate the upper wings. The lugs are a little shallow and I used superglue in order to firmly attach the lower wings to the fuselage. I attached the tail surfaces with no difficulty and sprayed the aircraft at this stage. The main wing struts were now superglued to the lower wing. There are 24 struts in all. They are all numbered the same on the sprue and instructions, however what is not immediately noticeable is that half are slightly shorter than the others. These go onto the front of the wing with the longer ones at the back of the wing...be warned!! I almost got caught out and plucked some incorrectly placed struts out just in time before the glue had set. Once these were glued in place the top wings can be attached. This is a very

fiddly exercise as the upper wing is so long and there are so many struts but once all the struts were seated in their respective holes the wing sat very nicely.

The engines were reasonably straight forward to construct if rather fiddly. I painted them in an overall steel colour; Humbrol 55. They look quite smart against the Matt linen colour of the wings. As mentioned in the July 1996 issue the Canadian company Engines & Things has produced a far more detailed engine set for this kit. As the engines are uncovered and very visible it could well be worth using these instead.

The undercarriage and glazing goes on without too much fuss to complete the model. Now!! The completed kit looks fine without rigging so don't let the prospect of hours of fiddly work put you off getting the kit. I persevered though, using fishing line painted matt black and once dry attaching it with drops of superglue. The instructions are difficult to follow when it comes to the rigging and a certain amount of intelligent guesswork is necessary but I think that the results were worth the effort.

### Colour Scheme

The model instructions tell you, in a most useful fashion that, "all external surfaces were of pale colour". Well thanks!!; that's a great help. I was fortunate to find a colour drawing of this aircraft and studying the Humbrol paint chart I made a stab for Humbrol 74, Matt Linen. It appeared to be rather too yellow at first but I consulted more books and I have decided that its not too far off what the colour would have been.

### Decals

There were a few roundels and pennants in the old Russian colours. These were very very thin and I tore one rather too easily. The roundels went on with little fuss, following the ribbing of the wing very neatly. The pennant markings, though, were tricky to say the least as

they had to attach over more detailed ribbing on the fuselage. They just about did the job...they had to. The decals didn't silver but the excess carrier film is rather too noticeable. In retrospect I should have trimmed it right back.

**Decal rating = 5/10**

### Accuracy

I was able to find only a few drawings and photographs of this kit. The actual aircraft had a wing span of 29.8 metres and a length of 17.1 metres. The kit measures 410mm (16 and a half inches!!) in span, short by 3mm and a length of 246mm, short by 8mm. Once completed, however it certainly looked right, capturing the feel of a large WW1 biplane and not looking too dissimilar from the photographs and drawings that I was able to find

### Recommendation

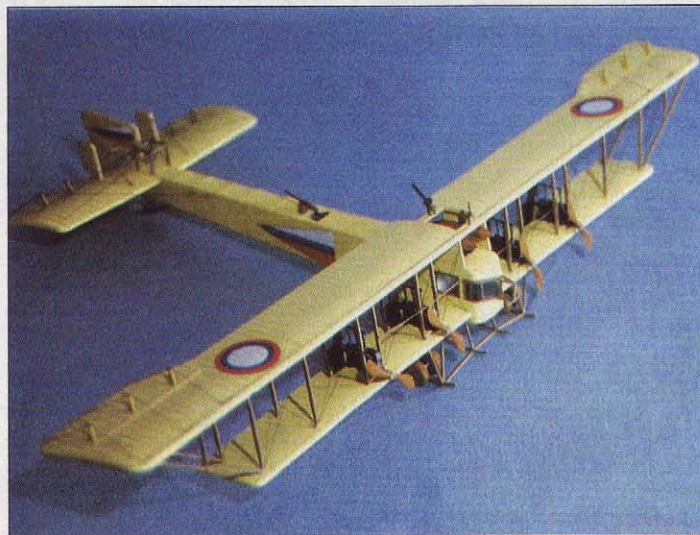
I must admit that I thoroughly enjoyed making this kit. I even got a favourable comment from my wife who normally ignores my modelling efforts. I would say that it is quite a challenge as the instructions can only be used as a general guide to construction. A moderate amount of modelling experience would be of benefit added to a bit of patience as this kit cannot be thrown together over a weekend. It costs around £15 but you will add a rather unique and interesting model to your collection

My thanks to Pocketbond Ltd for the review sample

*Stuart Leeds*

### Editors Note:

As Stuart says he was unaware of this type until he made the kit. However Mr Harry Woodman has studied the Il'ya Murometz designs for a number of years. He concludes that this kit is extremely inaccurate and if you would like to know all the nitty gritty about it you should pick up a copy of *Windsock Vol 12 No 2* (1996), as Mr Woodman has done an in-depth look at the kit on pages 8 - 10 of that edition. My thanks to Mr Woodman for passing me a copy of this and for alerting me to the kit's shortcomings.





## Messerschmitt Me 109TL



### Technical Data

**Manufacturer:** Planet Models  
**Scale:** 1/72nd **Price:** £22.50  
**Type:** Resin with Vac-Formed Clear Plastic  
**Parts:** Resin; 27, Clear; 1  
**Decal Options:** 1  
**Importer:** H.G.Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk, NR32 2AT  
**Tel:** 01502 517444

### The Kit

This is yet another new resin kit from this Czech company. The Me 109TL was a proposed turbojet variant of the famous Bf 109 fighter. It was intended as a back-up for the Me 262 design and it used components from existing designs; Me 155 fuselage, Me 309 undercarriage, Me 409 wings, as well as the existing Bf 109 fuselage sections. Development of the TL (Turbo-Lader) 109 was not considered a good idea in the light of Me262 production however and the project was abandoned in March 1943.

### Construction

Building this model is very easy and as none of the main parts have moulding blocks etc to remove. Most of the cleaning up centres around the smaller parts. No space is given

in the fuselage for nose weights and a little bit of thought by the manufacturer would have easily achieved this. However if you want to spend a few hours grinding away inside the nose it may well be worth your while, as the model will not sit properly without additional weight in the nose. The cockpit interior is basic and if you have any old Me 262 or Bf 109 interiors in your spares box I would advise their modification and use in this kit. The engine units are well cast and they fit well onto the wings. Filler was required at all the major joints and as the wing joint runs through the top of the wheel wells you may like to add plastic card roofs to these areas later.

Once the main assembly is completed the model is masked and primed. Any flaws are corrected and then the model was painted and decalced. Once all that was dry the masks were removed, the undercarriage areas were painted and the oleo legs, wheels and doors were added. The canopy in this kit is the most disappointing of all the Planet models as the frames are heavy and the clear panels all a little hazy. As the Me 109TL utilised a G series Bf 109 canopy I would have thought that any of the Squadron or Falcon replacement examples could be used here.

### Accuracy

Information on this particular project was obtained from 'Messerschmitt "O-Nine" Gallery' by Thomas H.Hitchcock. The TL had a span of 41' 2" and a length of 31' 2". This kit scales out at a little short in span at 40' 6" and bang on in length at 31' 2". The short span does not detract from the overall 'look' of the model and going by

illustrations etc I would say that this model captures the look of this project very well.

### Colour Options

The instructions with this model give you a rather odd scheme of RLM 75 & 81 over RLM 76. As the 109TL was designed in 1943 and would probably have flown by early 1944 I would think that a 'late war' scheme of RLM 82/83 over RLM 76 or 84 would have been more likely. These are the colours I went for as the Me 262 to me can only be in RLM 82/83/76 and the TL was its intended back-up, so it too would be in this scheme. I had already primed the model with grey primer from the Halfords range and I then applied AeroMaster RLM 82 (9030) and 83 (9031) on top and RLM 76 (9027) underneath. The fuselage sides feature the usual mottle of the upper surface colours over the lower colours and this extended over the vertical tail and rudder assembly. The undercarriage bays were RLM 02 (Xtracolor X409) as were the oleo legs and undercarriage doors. The wheel hubs were gloss black (Revell 7) and the tyres were Tyre Black (X505). The intakes

and exhaust areas of the engines were painted Oily steel (X503).

### Decals

Once again these are produced by Propagteam and are of good quality. The images are very thin and glossy and I would recommend that you apply them straight off the backing sheet onto the model. Do not try and pick them up with tweezers as they easily break. AERO Set and Micro Sol decal solutions were used and they worked well.

**Decal Rating- 9/10**

### Conclusion

It is good to have a 109TL at last in the collection and I am sure that any Me262 fan or 'Luftwaffe 46' nut will be only too pleased to have the chance to make this type. The quality of all of the Planet Models is excellent but the lack of space for nose weights is annoying.

### Recommendation

Recommended to all with experience of resin kits. Look out for that nose weighting though!

My thanks to H.G.Hannant Ltd for supplying the review sample.

*Richard A. Frank*



## Blohm & Voss P202

### Toad Resins

Blohm & Voss P202  
 "Swing Wing"

COMPLETE KIT

A 1:72 scale resin kit



### Technical Data

**Manufacturer:** Toad Resin  
**Scale:** 1/72nd **Price:** TBA  
**Type:** Resin and white metal.  
**Parts:** Resin 6, Metal 7.  
**Decal Options:** N/A  
**Supplier:** Toad Resin, 152 Godstone Rd, Caterham, Surrey, CR3 6RB

### The Kit

This kit makes up the other half of the latest pair of releases from Toad Resins and is a representation of a very sexy what if? Luftwaffe project that really never quite made it off the drawing board/beer mat/fag packet! I happen to think that it is one of the most attractive aircraft never to exist. This

sort of kit is testament to the fact that what ever anyone was thinking up in the 1950s and 60s the Germans had already thought of it, designed it and in a lot of cases flown and crashed it! The kit is nicely presented in the standard heavy duty red and white box but alas the same sort of problems that I encountered with the Focke Wulf Flitzer II are present, so a fair bit of cleaning up is needed on the resin parts before any gluing can be embarked upon. However with a quick dry run of the parts, everything appeared to fit very well so it wasn't going to be all work, work, work!

Once again, Toad Resin has provided a very interesting, informative and extremely humorous instruction sheet, it's almost worth buying the kit for that alone (Not at £20+ it's not-Ed). I particularly enjoyed his references to playing with model aircraft in the playground at school, and I remember wrecking a Matchbox Bf 109 Trop in a wheels up landing in the school yard some 20+ years ago ( and not last week as the Editor would have it!).(No last week it was a Spitfire-Ed)

The undercarriage and cockpit interior are white metal and are of a fair quality, but the nosewheel/oleo needs a bit more attention.

The canopy is a one piece clear vac form which is a little thin, so care will be needed when cutting it out.

### Construction

The main airframe consists of six resin parts. Only two of them require a brass pin to strengthen the joint and that is at the tail boom to forward fuselage and fin to tail boom joints. The wing was a bit of a tight fit onto the upper decking of the fuselage but this was remedied by first of all marking out the correct angles of the wings (I decided to have mine in the landing position) to the fuselage, then clamping the whole thing in the vice sideways and drenching the whole joint with Superglue.

The engine intakes and exhausts are separate pieces and line up very well, only needing a little filler to finish the joints.

The cockpit area is a little spartan to say the least with there only being a white metal seat and joystick to go in. So there is some scope for developing this area further by means of head armour, instruments and gunsights etc.

The kit I received for review was a first production batch kit and Toad Resin alerted me to a problem with the main undercarriage oleos. Apparently he made them 2mm too short, so if you have or get a first edition of this kit you will have to lengthen the undercarriage legs otherwise it will sit like a pregnant duck on its belly and friends and neighbours will ridicule you for weeks afterwards, I know mine did!

With all the sawing, scraping, filling and sanding more or less over and done with it was time to hide me away in the laboratory and invent myself a suitably 'hard to come to terms with' paint scheme.

After painting and decalling I pre-drilled location points for the undercarriage and fixed the oleos in place with Superglue. The resin main wheels needed some filler to the airholes and I sanded some flats onto the tyres to make them look weighted. Like the Flitzer there are no undercarriage bay doors but there are patterns on the instruction sheet for you to use to make your own out of plasticard.

The canopy was no problem and was trimmed and glued in place. The canopy framing was applied with painted clear decal strips and that more or less finished the job.



## Painting

After the old grey matter had been churning for a few hours Satan planted a devilish what if? plot in my brain. A twenty years of the Luftwaffe celebration paint scheme dated around 1953; that's it, padded cell time! So, a coat of the ubiquitous Halford's grey primer followed half an hour later by a coat of Halford's Nissan Silver. OK what next? Mask off and spray the nose, leading edges of the wings (top and bottom) along with tail planes and the fin Gloss Black. Looking good, feeling funky, now for some decals.

## Decals

Well there aren't any with the kit so it's up to you really. Get the spares box out. All the Balkenkreuzes and swastikas came from various scraps of decal sheets that had long since given up their identity. However I discovered an old decal sheet from the 1/48th scale Fw 190D-9 'Dora' and this yielded a lovely red/yellow/red defence of the Reich band and a JG54 'Grunhuz'



shield. The black and white 'four' came from the good old Fujimi Bf109 G/K kit decal sheet which has provided many decals for models in the past.

Now I simply had to do something with the large disc centre section of the slewing wing. How about a massive iron cross

design? As I was doing a build article of the 1/48th scale Eduard Albatros D.V at the same time I had plenty of Iron Crosses kicking about, so I slapped one of those one and finished it off with a white outline swastika and belted off down the pub to wait for the decals to dry before applying a coat

of satin varnish!

## Conclusion

It is a bit of a dog of a kit in places, but I liked it because I'm that sort of guy! To the 'What If?' builders this is a very valuable kit that gives you a chance to experiment and impress your friends. When it's finished it looks very convincing and makes you think that no matter how strange it looks in flight it could have been a reality. (It was for NASA about 30 years later-Ed)

## Recommendation

This is a kit that is really only meant for the experienced modeller and may not be a lot of people's cup of tea. If you have got the time to clean it up then I can recommend this kit to the experienced modeller especially if you're on medication!

As a further recommendation, buy two and make the best Zwilling ever!!!

My thanks to Toad Resin for the review sample.

*Mitch Thompson*

# Curtiss SC-1 Seahawk



## Technical Data

**Manufacturer:** Antares  
**Scale:** 1/72nd **Price:** £12.50  
**Type:** Limited-Run Injection Moulded Plastic  
**Parts:** Plastic; 50 Clear; 4  
**Decal Options:** 2  
**Importer:** H.G. Hannant Ltd  
Trafalgar House, 29-31 Trafalgar Street,  
Lowestoft, Suffolk. NR32 2AT  
Tel: 01502 517444 Fax: 01502 500521

## The Kit

The kit consists of 3 moulded sprues (2 plastic and 1 clear), with fair mouldings and panel line detail. Presented in a simple box with an artwork print on the front cover of a Seahawk in flight and painting/decals instructions on the rear. Assembly instructions are printed on a single sheet, front and back. The instructions contain no narrative to assist the builder, only numbered diagrams, although they are comprehensive. There are two reprint black and white shots to add interest, along with a brief aircraft history in Czech and English (worth reading for the howling grammatical errors!)

## Construction

On closer examination of the parts I checked my supply of Squadron green, this kit looked like it was going to need some!

I gave the cockpit and interior fuselage a quick coat of interior green and away I went. The construction started with the cockpit, a simple affair being: bucket seat, control stick and cockpit floor plus instrument panel (fitted later).

Next the instructions tell you to assemble the radial engine and cowling, I left this preferring to progress with the wings and fuselage. The wing halves fit well but don't forget to insert the underside landing light before gluing. Glue the cockpit interior to one fuselage side, allow to set then marry up the other half. The fit is not good and the use of modelling clamps to get the closest of fits will minimise the amount of Squadron filler you will need. I still applied a layer to all the joins and spent a merry 20 minutes working it off with wet & dry.

Next I fitted the wings and stabilisers, again the wing roots will require filling to ensure a flush fit. At this stage I simply clipped the engine cowling onto the forward fuselage and then attempted to fit the canopy. One word describes the canopy, 'Urrgh'! Not only does it look awful but having fitted the reflector gun sight the canopy does not fit. The gunsight is a bit on the large size, scaled up I think the SC-1 pilot would have had something the size of a portable TV in front of him. Therefore I decided to omit this from the model, even then the canopy does not fit. One is required to remove the head plate from the pilot's seat to obtain a fit!

At this stage in the construction there is a choice of two versions; either a land based SC-1 with taildragger fixed undercarriage (fuselage mounted), or as the aircraft was intended an out-and-out seaplane. There is also the additional option to fit an undercarriage to the floatplane version, for coastal operations. I decided to go for the float version, without the wing mounted 250lb ordinance.

For the range of options available, full marks to Antares. Although unfortunately the same can't be said of the wing float fittings, very flimsy indeed. I opted to cut off the small plastic pins and using a fine modeller's drill, drill a hole in the float legs

and with superglue, attach to the wings with brass rod. The main float, again with some filling of the two halves is then attached securely to the fuselage and then she's ready for painting.

## Painting

First masking off the clear canopy sections with parafilm, I proceeded to give the model a coat of Halfords grey primer to start the base. Noting that the primer is pretty close to the desired underside colour (albeit a touch dark) I decided to leave as is, this is not a model that is going to sit proudly in my collection. For the main topside I again cheated using Halfords Ford Ocean Blue (Acrylic) which to my eyes is FS 35045. Finally applying the light blue tail and nose camouflage using Humbrol 5065 acrylic, applied with the trusty air brush.

## Decals

Decals were applied representing a Seahawk operating from U.S.S Iowa in 1945. The decals are reasonable with fair demarcation of colours. They are however thin, so use Micro Sol decal solution

sparingly but the effects are well worth it as the decals sit down nicely.

## Decal rating 6/10

Once the decals were finished, I pulled off the unstuck cowling and assembled the radial engine (not bad detail) and propeller. Then finally applying a coat of clear gloss varnish the model was complete.

## Conclusion

Overall it's a reasonable attempt from this new Czech company, there are however two areas of disappointment; firstly the cockpit and canopy assembly (that canopy has to go) and secondly the wing floats. However with some extra work, a reasonable finish can be achieved. The main gripe has to be however the price.

Being a frequent traveller to the Czech Republic I have noted that in the shops this kit tends to retail for between 50 and 100 Krona (Korun) that's £1-2 in proper money!

## Recommendation

Some experience is required and if you want to pay that price okay but there are better and cheaper models available (albeit not of this aircraft - Ed).

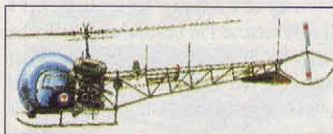
My thanks to H.G. Hannant Ltd for the review sample.

*Steve Ellen*





## Bell 47D/G



### Technical Data

**Manufacturer:** Pavla Models  
**Scale:** 1/72nd **Price:** £19.95  
**Type:** Injection moulded plastic, etched brass and vac formed clear.  
**Kit No:** 72005  
**Parts:** Plastic 39, Metal 56, clear 56.  
**Decal Options:** 5  
**Importer:** H.G. Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk  
**Tel:** 01502 517444

### The Kit

This is a new kit from a new manufacturer from the Czech Republic. It is a combination of injection moulded plastic with vac formed clear parts and etched brass detail.

### Construction

The 16 page booklet starts with a history of the Bell 47 in Czech and English, a plan of the parts layout, and seven pages of good quality drawings of the assembly stages.

The injection parts appear crudely moulded in quite light grey plastic but they clean up to give a good finished appearance. They are well attached to the sprue and a small razor saw was the easiest way to remove them. This sprue mainly provides the cockpit, fuselage, the undercarriage (including an option for floats), the engine core and main rotor.

The vac form parts provide two canopy bubbles, two separate doors, and the bases and top covers of two M.A.S.H. type stretcher carriers. These parts are a good shape, nice and clear and can be cut out and shaped relatively easily.

The metal parts are very impressive and the quality of the etching makes up for the crudeness of the plastic mouldings. Many have excellent surface detail etched in as well. The softness of the brass means even the very small parts separate off easily with a sharp knife. The drawback is the ease with which they can be damaged by accident or rough handling.

Two wires of different thickness are provided to serve as the engine air intake hose and the exposed tail-rotor drive shaft.

Construction is very straightforward but the instructions need to be studied closely to ensure everything goes together properly. There are alternative parts to build either the 'D' or 'G' versions, the choice of standard or float undercarriage, and the options to use plastic or metal for some of the parts. Generally, the metal parts are the better choice for their detail - with the exception of the cyclic pitch control sticks, which are too thin and fragile. Some of the smaller brass parts have to be bent into shape and, although hinge lines are provided, these can be fiddly and frustrating and plastic might have been better in some places.

The only extra work I needed to do was drill and pin the join of the engine and main rotor shaft to add strength and,

after cementing the canopy in place with Humbrol Clear-Fix, fill the gaps in the join with Kristal Klear before painting the frame.

### Colour Options

The instructions list the colours to paint most of the parts during assembly. The main colour details for the five schemes provided take up four pages of the instruction book. The options include two 'D's from the Korean War (one US Navy and one US Army M.A.S.H. machine) and three 'G's, one US Army, one RNZAF and the Maltese Armed Forces version fitted with floats.

### Decals

The decal sheet gives all the titles, insignia serials and the stencilling and warning signs visible on a model of this size.

The decals themselves are extremely thin and need careful handling to get them from the backing sheet to the kit without damage or distortion. Once there, they do stick to the paintwork very well and the carrier film is virtually invisible. The printing is very crisp and the colour strong enough to stand out against the background, even black.

**Decal Rating = 8/10**

### Accuracy

The size is a compromise with the fuselage length matching that of the later 'G', but with the smaller rotor diameter of the 'D'. That said the finished model captures the look of the aircraft very well.

The mounting of the floats was the only area which lacked accuracy, requiring a certain amount of scratch building to detail them properly.

### Conclusion

The clean up of the plastic parts and tiny metal pieces mean the model requires a certain amount of effort to complete, but the excellent instructions and generally good fit of the parts make for a very nice, detailed little model straight from the box, with the option to add extra detail if wanted.

### Recommendation

A great deal of patience and more than a little skill is needed when making this kit, but the experienced modeller should be well rewarded by the result. The range of options provided make it a 'must' for the helicopter model enthusiast!

My thanks to Hannant's for the review sample.

*Fred Tooke*



## Sukhoi Su-27 and Su-35

Both these kits are essentially the same so I have reviewed them together. A few parts differ and the Su-35 kit has better instructions.

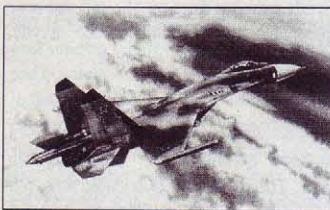
The prototype Sukhoi, the T-10, first flew in 1977 but differed greatly from the shape and capability that we are so familiar with after numerous showings at Paris and Farnborough. The aircraft as we know it appeared in April 1981 and a number of kits have since appeared attempting to reproduce that seductive blend of gracious curves and awesome power.

The Su-35 is a development of the Su-27, incorporating upgraded avionics and, most obviously, the inclusion of canards incorporated into the leading edge extensions.

### The Kit

The kits are injection moulded, originating from Nakotne. Encore have re-boxed them and added the choice of 3 colour schemes for the Su-27 and 1 colour scheme for the Su-35.

My initial impression on opening the



### Technical Data

**Manufacturer:** Encore  
**Scale:** 1/72nd **Price:** £14.95  
**Origin:** Nakotna (Russia)  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic; 96 Clear; 2  
**Decal Options:** 3 (Soviet, Chinese & Ukrainian A.F)  
**Importer:** Pocketbond Ltd P.O. Box 80, Welwyn, Herts. AL6 0ND  
**Tel:** 01438 798593 **Fax:** 01438 798616

boxes was of the sheer size of these beasts. I have made several Su-27s and I am still surprised at how big it is for a "fighter". The leading edge extensions add even more surface area to maximise the impact of size.



### Technical Data

**Manufacturer:** Encore  
**Scale:** 1/72nd **Price:** £14.95  
**Origin:** Nakotna (Russia)  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic; 88 Clear; 3  
**Decal Options:** 4  
**Importer:** Pocketbond Ltd P.O. Box 80, Welwyn, Herts. AL6 0ND  
**Tel:** 01438 798593 **Fax:** 01438 798616

Because of its size and weapons capability, there is a lot of plastic inside each box. The plastic is of reasonable standard with little evidence of flash and there were no imperfections in the moulded parts. The aircraft have raised

panel details and some of the sprue gates are in rather awkward places (a sprue cutter will be useful).

The kits have separate leading edge flaps, trailing edge flaps and rudders (nice touch). It all looks rather good when it's sitting attached to the sprues.

### Construction

OK - let's get down to business. The cockpit in a Su-27 is crammed with instruments and bits. You will be disappointed with the level of cockpit detail (or lack of). The cockpit floor has built in side consoles and a small raised section at the rear of the cockpit floor recess to position the seat. There are 2 small cut-outs in each side of the cockpit floor to aid locating onto the top fuselage section. It is not obvious from the instructions but these should be slightly towards the rear of the aircraft if you have the part facing the right direction.

If you aren't in the habit of dry fitting parts then get practising now. I tested everything TWICE - because I dry fitted the seat and it located nicely. When I considered its position to the rest of the interior I realised it was in the wrong place. You really do need to be aware -



this is not a kit you can put together whilst watching the X-files. I would recommend dry fitting complete sections wherever possible, rather than just individual parts.

The instrument panel fits (somewhere) up under the coaming. There are no instrument decals or engraved representations on this - just a big flat slab of panel.

You can see a lot of the cockpit inside the big Suhkoi's so if you are splashing out on these kits you will be advised to fork out for a brass-etched fret or indulge your passions in a bit of interior scratch building.

I covered the woefully inadequate interior details with 80% Tamiya Light Sea Grey and 20% Deep Green to give that slightly greenish hue and moved on to the tasty bit - the 1/2 acre of plastic known as the fuselage and wings.

As I mentioned earlier, there are some nasty sprue gates - the first one being the two that link into that lovely leading edge extension (LEX) area. I carefully chopped them off with the sprue cutters and set to with fine sanding paper to remove the lump left behind. The fuselage halves fit together well but the wings present all sorts of problems.

Firstly the bottom section was larger than the top half - out with the scalpel and then the sanding paper. When I test fitted the wings into the fuselage I discovered two interesting things - there was a considerable amount of daylight filtering through the joint and, more concerning, the locating tab for the wings are about 10 mm long but only about 3 mm wide. Not much strength or gluing area there. I used copious amounts of gap-filling superglue and hoped for the best - it worked but there is still an ominous creaking noise from time to time! With hindsight it would probably have been better to chop off these tabs, cut a small gap into the wing and, having placed a substantial plasticard spar through the fuselage, simply slid the wings onto this.

The flaps will need a bit of working on. If you place them in the extended position then you will merely need to remove a small amount of plastic from either end (cut on a slight angle to aid the fit onto the wing). If you have the flaps up then you may well have a lot of sanding and filling to do. The tabs that all the flap/rudder surfaces locate onto are rather large in comparison with the slot at the rear of each flap/rudder. Add to this the problem of the flaps being somewhat thicker than the wing and you have an exciting evening of sanding and swearing ahead of you.

The Su-35 canards have small locating

pins which didn't appear to be very accurate or consistent with the locating holes on the fuselage. Rather than mess about with drilling out the holes and re-shaping the locating pins, I simply chopped off the pins and used my good old Mk I eyeball to get the correct fit.

Each tail unit consists of 3 parts - the main tail section, the rudder and the base unit which includes the slot for the horizontal tailplane actuator mechanism. Once assembled, the poor fit of the parts makes it look a bit of a mess.

I moved on to the fuselage underside and the engine ducts. There are separate front intake sections which include a blanking off plate with turbine fans etched onto them and a very crude version of the hinged FOD guard mechanism (a piece of not very accurate thick plastic to be precise). There are, of course, no locating points, marks to indicate where it should go etc. Using various reference sources I marked out the approximate position in pencil and then shaped the parts to fit.

The front intake sections of the engine bays are a larger diameter than the fuselage section so I sanded down where possible to ensure a better fit on the "public viewing" sides of the kits and left a couple of nice steps where they form the weapons bay "tunnel" between the engines.

The horizontal tailplane assembly is very clever. A locating pin allows you to position them in any position (within reason!) and the base section of the tail is hollow to accept the actuator mechanism that operates the tailplanes. The only problem is that, if you were a purist, the cross-section profile is totally wrong.

The front undercarriage has no locating points. It is simply a case of plop it in the wheel well and hope for the best.

Finally, the exhaust cones are completely the wrong size and shape, being far too long. I chopped 5mm off the end of each one and they looked much better.

Having put everything together I primed the kit with Halfords White Primer and reached for the airbrush.

### Accuracy

Even when they were finished I still couldn't quite fathom out what was wrong. The dielectric panels are not all in the right place, the LEX looks wrong and the humped back spine doesn't seem to quite match with the undersurface and nose profiles. I suspect the problem is exacerbated by the inaccurate canopy shapes.

### Colour Schemes

The Su-27 includes 3 colour schemes covering aircraft in service with Russia, China and the Ukraine. This comprise the standard light blue, grey-blue and darker blue scheme now common on the big Suhkoi's, including the Su-35. The exception is the Chinese scheme which has medium grey top surfaces and light grey undersides.

I chose the Ukrainian Air Force scheme for the Su-27 as the yellow and blue national markings are superb and there is a very nice eagle emblem on the tail. The Su-35 has only one colour option, that of one of the initial development aircraft numbered 700 through to 706. There are a range of decals covering these aircraft numbers.

80% Tamiya flat white + 20% dark blue for the overall light blue colour. The blue-grey was 80% sky grey + 20% dark blue. The dark blue grey colour comprised 90% field grey (which is a very bluish colour + 10% dark blue. It may not be spot-on in FS terms but it is a lovely colour!

### Decals

The decal sheets are produced by Superscale and the quality is obvious. Very thin, excellent colour with no hint of undersurface colour creeping through despite the thinness. In fact, you may need to be careful given how thin they are. They may be prone to curling an edge under if moved around too much on the kit.

Decal rating 9/10

### Conclusion

If you approach these kits like they were vac-forms then you probably won't get quite so frustrated. There is a lot of sanding and filling to be done and many of the parts require considerable work to restore the accuracy. I had several bad moments when I got fed up with trying to correct a poor fit or having to reach for the Milliput yet again. Having said that when they were primed and ready for painting, they seemed to take on a new lease of life.

Sitting on the workbench nicely primed with all the problems cleaned up, my opinion of them cheered up considerably. Once they were painted and covered in decals they looked pretty good. My opinion was slightly dented by the obvious inaccuracy of the canopies. The Su-27 canopy was passable but the Su-35, uugh! It looked like it had been copied from a prototype Meteor - very flat top with a sharply raked front screen. I will give Encore the benefit of the doubt and assume that I received a skanky one with the review kit.

The instructions were vague and many of the parts lacked locating points or marks. The modeller is compelled to simply stick them where appropriate! I would recommend that you have several reference sources open when building these kits.

These kits have all the ingredients of a good model. Sexy choice of subject, good colour schemes, excellent decals and detail touches such as separate flaps. Yet they are badly let down by the poor fit of parts and some (unnecessary) inaccuracies.

Having pointed out all the problems I have to confess that I like the kits now they are finished, although this may be an emotional response fuelled by relief. If you really want a Su-27 then I can't see any problem with buying the Airfix kit at half the price and adding all the detail goodies you can find - the overall cost will be about the same (£15). Alternatively, if you really, really want a nice Su-27 then save a few more pennies and buy the 1/48th Academy one (ooh, er - lovely, as the Ed would say).

### Recommendation

A range of skills will be required to complete these kits to a satisfactory level and they are therefore best suited for the more experienced, confident modeller.

My thanks to Pocketbond Ltd for supplying the review samples.

*Steve Benstead*



## THANK YOU

Scale Aviation Modeller would like to extend our thanks to Revell (GB) for the generous supply of paints and accessories from their extensive range for use by the editorial team.

## THANK YOU

Scale Aviation Modeller would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" range for use by the editorial team.

## THANK YOU

Scale Aviation Modeller would like to extend our thanks to Humbrol Ltd for the generous supply of acrylic paints and brushes from their extensive range for use by the editorial team.



...News Update continued from page 517

superchargers, a metal trim wheel and vacuum-formed clear canopies.

The set is \$6.00 plus \$3.00 shipping. Contact Roberts Model on 717 455 3204 for more details

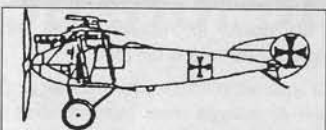
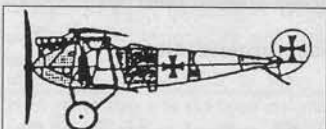
## Verlinden



With the move from Belgium to the USA recently, this firm have not diminished the number of new releases and the most recent aviation related subject is an update set for the Hasegawa 1/48th scale Ju 87 Stuka. This set (1137) includes cockpit detail as well as a complete resin engine and it retails for \$25.95 in the USA. The UK price will therefore probably be around £18.00.

## Meikraft Models

The latest kits from this American firm are the Fokker B.III (MAG) Series 04.3 and the Fokker D.I, both in 1/72nd scale.



Each kit features injection moulded plastic, metal and etched brass as well as decals and they retail for \$19.95 in the USA.

## Pend Oreille

The latest kits and prices from this firm include the Tempest V (\$49.95), the Loire 130 (\$69.95) and the Latecoere 298 (\$69.95) in 1/48th scale. Each kit is resin with metal detail parts and decals and the range can be obtained in the UK via I.W. Models of Luton.

## Russell's Replicas

This is a new American firm and they have recently released an update set for the Italeri F4U-5N Corsair in 1/72nd. This comprises a resin fuselage plus replacement propeller and exhausts. The set retails for \$5.00 plus \$1.00 shipping.

Also released is a set of replacement engine nacelles for the AMT B-52H. The

eight piece set is cast in resin and it costs \$25.00 plus \$3.00 shipping.

Contact Russell's replicas on 210 520 6246 for more details.

## Reheat

A neat set of 1/32nd scale crew members for the F-4 Phantom II have been released by this company. Each is beautifully cast in resin and the set (RH125) sells for £9.95.

Also new is a set of 1/32nd scale Martin Baker Mk.H7 ejection seats for the Phantom. There's two seats per pack (RH122) and they retail for £10.50.

Contact Reheat at; 1a Oak Drive, North Bradley, Trowbridge, Wilts. BA14 0SW, for more details.

## Seamless Suckers

Here is a great name for a firm! This US based company produce resin intake trunks for various aircraft kits and their latest releases are for the new 1/32nd scale F-4 Phantom kits by Tamiya and Revell.

Each set of intakes costs \$15.00 plus \$3.75 shipping. Contact them at; 406 N.Hover, Wichita, KS 67212-2550, for more details.

## Collect-Aire Models

This month's release from this American firm is the FH-1 Phantom in 1/48th scale. As usual the kit is resin cast with engraved panel lines. The kit also features cockpit interior, gun bay detail, dropped flaps and an optional wing fold. Decals, as always with this range, are by Scalemaster and the kit is limited to just 200 worldwide.



The price in the USA is \$109.95 plus \$15.00 (Air) shipping. Contact them on 508 699 7283 for more details.

## Monogram

Recent releases by this firm include the 1/72nd scale F-104C Starfighter. Last month I said I suspected this 'new' kit was in fact an update of the old FROG it, but I have been proved wrong (once again!). It is in fact a revised version of the excellent new F-104G kit previously released under the Revell label and tooled in Korea.

In the Pro-Modeler series the B-25J has been released in 1/48th scale. This kit features the unique 'strafe' nose compartment and has new crew figures, 'weighted' tyres and an exterior, rear-facing camera. Two decal options are offered; 'Lazy Daisy Mae' of the 501st BS and 'Sag Harbor Express' of the 49th BS.

Also released in the range is the B-24D Liberator. The model features the usual figures and 'weighted' tyres and there are parts to allow two options to be built from the

kit, either 'Teggie Ann' of the 376th BG or 'Suzy Q' of the 44th BS.

A new set of WWII Ground Support Equipment has also been released in the USA under the label. It comprises starting trolleys and ladders etc for RAF, Luftwaffe and USAF operations in a boxed set. The set sells for \$14.95 in the USA, so if it becomes available in the UK it will probably be around £10.00.

To come in the future in this range is the P-51B and if many think this is an update of the existing kit, I can assure you it is not. I have seen the sprues and this kit is all new and very nice indeed. The old P-47D and B-17G are also being re-issued under the Pro-Modeler label and these will feature the usual new box, decals, weighted tyres and crew figures.

The most wanted kit in the USA at present is the PBV-5A version of the Catalina. This kit is due later in the year and I can only hope it will become available over here.

The all-new 1/48th scale Bf 110G-4 was on show on the Monogram/Revell stand at the IPMS USA Nationals. The kit itself is superb with recessed panel lines, weighted tyres, separate control surfaces, drop tanks, crew figures and the option of a closed (2 part) or open (6 part) canopy. At present the standard FuG 202 antlers are included along with the central FuG 212 array. In the future I hope that the various other antenna types are released and maybe even the oblique cannon armed version?

The new range of decals produced in the Pro-Modeler range were also on show in the USA. The range is quite extensive and it features silk-screen printing and the invisible 'carrier' film system. Sheets available so far are:

1/48

B-25J; B-24D; P-47N; P-51B; B-17G, PBV-5A; P-40E; F-102; Cockpit Instrument Panels; No.1 USAAF WWII Bombers; Formation Light Panels; US WWII Bomb Markings; Cockpit Instrument Panels; No.2 USAAF WWII Fighters.

1/72

Formation Light Panels; Cockpit Instrument Panels; No.1, US Navy/Marine WWII Fighters; Cockpit Instrument Panels; No.2 USAAF WWII Fighters; US WWII Bomb Markings.



The tools mentioned a while ago as well as the paints have also been released. The tools include side cutters, sander and belts, knife and blades and a thing called the 'Decal Depot'. This is basically a vacuum-formed plastic tray with a hinged lid that is half filled with foam. This foam holds water and once the lid is down ensures your decals will not dry out, no matter how long they are in there. Sounds

quirky! The new range of paints consists of 45 colours and three types of varnish. Each is acrylic and as well as the 'general' colours the range includes authentic colours such as Olive Drab, green and yellow Zinc Chromate primer, RLM 76, 70, 71 and 02, Dark Sea Blue, Intermediate Blue and even Sky Blue type S (I love that title!).

Hopefully with the Pro-Modeler range no longer going to be imported into the UK by Revell, we will at least see some of the range re-boxed under the Revell label.

## Tamiya

Just coming into the shops in the UK in late July was the excellent new 1/48th scale Ki-46 III 'Dinah'. The kit features the give away breakdown of parts which point to various II and III versions in the future. The model costs just £18.99 in the UK and this is excellent value for a two engine machine in this scale.



Seen in the USA were the first examples of the new Chance Vought F4U-1/2 'Birdcage' Corsair and Dewoitine D.520. The Corsair is quite stunning as it features the correct style 'frame' floor, a highly detailed cockpit interior, separate flaps, weighted tyres and best of all optional wing fold. The detail in this kit has to be seen to be believed and the kit is due shipment any time now. The UK price is not known as yet, but I suspect the usual £15.99 or £17.99 tag should be about right. Which ever is the case, hold on to your money and await their arrival, you will not be disappointed. This is not the only version to be released by Tamiya as they intend to do another fighter and two more night fighter versions before the end of the year.



One of the real surprises was that Tamiya are going to release a new kit of the RAF Mustang III complete with Malcolm Hood. The kit will probably retail for about £17.99 in the UK and it will feature all the quality of the previous P-51B/C kit and a decal sheet with three RAF options. The kit is due towards the end of August.

The Dewoitine D.520 in 1/48th was most impressive. This kit is well moulded with weighted tyres and a good cockpit interior. The real D.520 is not cluttered and this kit captures its lines very well. Hopefully the model will be shipped at the same time as the Corsair and it should retail for about the same price.

The 'Betty' should be along before much longer and although Tamiya would not be drawn on the topic there are obviously a lot more 1/48th scale kits due. I can think of at



least three more Ki-46's as well as two G4M's to start with. The much talked about series of Beaufighters looks set to be a range of at least three kits and hopefully they will be due early next year.

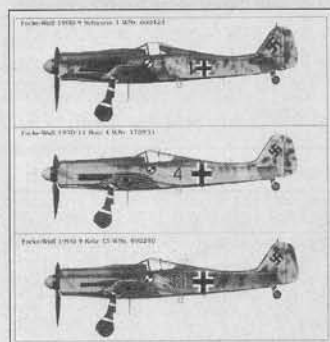
In 1/32nd scale. The F/A-18 and A-10A have been confirmed, although no release date or price has been given. The 1/32nd scale F-4 Phantom is apparently going to be released in a Naval version as well as possibly an RAF variant.

## Adler Graphics

Anyone who attended last years IPMS Nationals at Donington will have seen this American firm and their excellent range of T-shirts. Each came with a USAF or Luftwaffe squadron logo and the range has now been extended to include tank-tops and high quality sweatshirts.



The company is also well known for high quality artwork of Luftwaffe machines. At present there is a range of three 16" x 20" prints of the Fw 190D-9. Each aircraft is drawn to 1/32nd scale and the machines featured were all operated by JV 44 Papagei Staffel.



Each print costs \$15.00 or \$40.00 for the set of three. Shipping is £15.00 per order and the company accept Visa/Mastercard.

Contact them on 303 678 1043 for more details.

## EP Originals

Due in October 1996 will be a set of three 1/32nd scale fuel drums suitable for all Italian theatres of operation in WWII. Each drum is cast in resin with all casting blocks removed.



Due in December 1996 is a new update set for the old Artiplast SM.79 which is now marketed by SMER. The update will comprise 100 resin, 86 metal and 9 transparent (vac-form) parts.

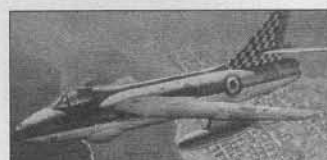
I do not have a price for any of these items as yet, however the range is available in the

UK from H.G. Hannant Ltd, so you may wish to contact them in regard to reserving examples once they are released.

## Academy



Built up display models of the new SB-17G ASR Fortress and B-24H 'Gemini' and 'Aries' were on display at the Academy stand in the USA. The SB-17G looks quite superb with a very striking colour scheme. The B-24's will feature full colour artwork in the form of a poster and these can be purchased by anyone buying the kit for a nominal fee. The range of B-24's will consist of 'Gemini', 'Aquarius', 'Aries' and 'Leo' and each kit is limited to just 5,000 units worldwide. The price should be about £26.99 and the UK importer for the range is Toyway at Letchworth. B-24 'Aries' will be released in September, with 'Leo' due in November. The SB-17G is due in between these two in October.



As I mentioned last month the long awaited 1/48th scale F-86F-30 Sabre, Hawker Hunter F.6 and FGA.9, MiG-21PF and MF and the Republic P-47D have all been delayed until 1997. It was obvious talking to Academy that the delay was due to factors outside their control and all I can say is, be patient!

## Squadron Signal

The latest books released by this source are the 'P-51 Mustang Walkaround' and '20th Fighter Group'. Due in September is 'LaGG Fighters in Action' and in October 'P-40 Warhawk Walkaround'. In November 'Mini

In Action' for the JF Duck and F-82 twin Mustang will be released and these will be followed by an 'In Action' title for the De Havilland DH-9 and a 'Walkaround' for the P-6F Hellcat.



Already released in the Detail & Scale series is a fully revised version for the Grumman F6F Hellcat and this will be followed by a similar title for the SBD Dauntless in November.

## HiPM

I mentioned this firm in the June edition (See Page 325) and stated that I was unsure if they were producing kits as injected or resin. Well I can now say that the kits are all limited-run injection moulded. The first kit to be released is the Vought Vindicator in 1/48th scale. The model itself is excellent and the sprues and

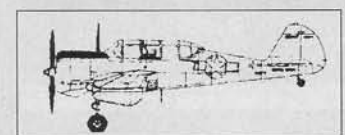
gates are very thin, even for a limited-run kit. Detail is good and the kit features decals for a WWII vintage two-tone blue machine or a pre-war chrome yellow wing example.

The American price for the kit is \$36.95 and we will bring you a review of this kit in a future edition of Scale Aviation Modeller.

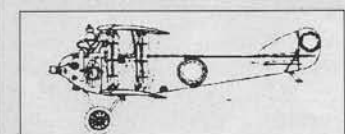
Due in September is a 1/48th scale Arado Ar 196 and that will retail for about \$37.00. Due later in the year will be a 1/48th scale piloted V.I.

At present I have no UK source for this range so you may like to contact the American source, which is Condor Models International, on 708 484 6815 (Fax 708 484 8074) for more details.

## Sierra Scale Models



The latest releases from this American firm are the Curtiss Wright SNC-1 Falcon and CW-21B in 1/48th scale. Each kit is vac-formed with metal detail parts and custom decals produced by Microscale. The Falcon includes markings for a US Navy trainer at NAS Corpus Christi in 1943, a Uruguayan SNC-1 trainer and one of four Dutch CW-21B light bombers used in Java. The CW-21 includes markings for Dutch examples including one which carried a rarely seen personal marking whilst operated in Java in 1942. Each kit retails for \$24.95 plus shipping. Also available in 1/48th scale is the Anatra Anade two-seat biplane. This kit is vac-formed with an Aeroclub metal Gnome engine and propeller and it retails for \$22.95.



In 1/72nd scale there is a new decal sheet for the MPM kit of the Curtiss BF2C Hawk III. The sheet is produced by Microscale and it contains markings for a pre-war US Navy machine, a Chinese example from the Sino-Japanese war and a Thai AF example which sports the 'running elephant' insignia. The sheet retails for \$2.95.

Planned for August 1996 are the Curtiss BF2C Hawk III (\$24.95), DFW C.V (\$22.95) and Polikarpov Po-2 (\$22.95) all in 1/48th scale. Released later in the year are a 1/48th scale Fairey Barracuda and a Consolidated PB-2A (P-30). In 1997 there will be 1/48th scale kits of the T-34 Mentor (B & C), Vultee Vengeance, Curtiss Seahawk and Seamew, Fairey Fulmar, Blackburn Skua/Roc and Fairey Albacore, Curtiss Shrike and Boeing F4B. In 1/72nd scale the Boeing B-9 is due before the end of 1996 and this kit will be vac-formed with injected detail parts but no decals. US price is \$19.95. Due in 1997 are

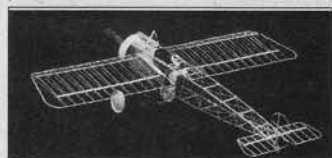


the Curtiss B-2 and Keystone B-4A which will once again feature vac-formed and injected parts plus Microscale decals.

UK sources for the Sierra range include Aeroclub and I.W. Models

## Eduard

The first release in the 'strip down' range of 1/72nd scale WWI vintage kits has already been released in the UK. This is the Fokker E.III and it retails for about £10.50 in the UK. The next release in the range is the Sopwith Camel and that will be most impressive. Hopefully types such as the Pup, Triplane and SE5A will also be covered in this series.



The long awaited 1/48th scale Sopwith Triplane should be shipped to the UK in August and the next release after that should be the Pfalz D.III. Problems encountered with the new LTM (Low Temperature Moulding) technique have led to delays in the production of the new generation of kits from this firm, however I think most of the problems are now being sorted and hopefully production will get into full swing before long.



Once the Pfalz D.III is released it will be followed by the Albatros D.III and the Harriot HD.1.



New in 1/72nd scale will be the Fokker D.VIII.

## Belcher Bits

Following on from their correct tail for the Monogram PB5-Catalina (See Accessories section), the latest release from this firm is a PB5-23/4 conversion based on the same kit.

The conversion consists of resin replacement parts and it retails for \$14.00 in the USA UK source for the range is H.G.Hannant Ltd.

A completely new 1/48th scale mixed media kit of the Sikorsky H-35 is due for release in October. I have few details other than those mentioned last month. The US price is listed as \$50.49 plus \$4.00 shipping. Once again check with Hannants for availability.

## MPM

This firm had a few surprises to spring at the US Nationals. On show were the sprues of their new 1/48th scale Bell P-63C Kingcobra as well as the box art for the proposed Bf 109T-1/T-2 in the same scale.



In 1/72nd scale there will be the Messerschmitt Bf 109V1 and Curtiss P-40F/L. Although supposedly released I have not come across the 1/72nd scale MiG-9F in the UK, so it may still be due. All of these kits should be about £9.99 in the UK.

## MBT

This is a new name to me and I recently noted it from a US source.

The firm seem to produce resin details in 1/48th scale and so far there has been a Daimler Benz DB605A and JUMO 211F released. They cost \$12.95 and \$10.95 respectively and the US source is Meteor Productions.

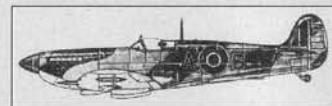
## Cooper Detail

The latest couple of releases from this firm are a Spitfire Mk Vb upgrade in 1/48th scale. This set is designed for the Hasegawa and Tamiya kits and includes a new Rotol spinner, Jablo propeller blades, fishtail exhaust pipes, cannon barrels and main wheel. The set should be about £8.95 in the UK.

Also in 1/48th scale is a Spitfire Mk I - V detail set (CD4810). The set replaces all of the kit parts in both the Hasegawa and Tamiya kits and it includes resin and etched brass parts. By all accounts this sounds like a very comprehensive set and at about £16.95 it will not be cheap. The set should be available in mid-August.

In 1/72nd scale there is a new update set for the Hasegawa Me 262B-1a/U1. This set (CD7213) contains a new front and rear

cockpit area, metal nose gear, resin nose and main wheels, a four part flap assembly and separate leading edge slats. The set contains both resin and etched detail parts as well as full instructions. The UK price will be about £13.95 and it was released in late July/ early August in the USA.



The final offering at present from this source is a Seafire I, II and III conversion. This set is in 1/48th scale (CD4812) and it will allow you to make not only the early Seafires but a C wing Mk V. The set comprises four bladed propeller and spinner, six ejector exhausts, C wing blisters, barrels and plugs, stiffeners, catapult spools, lift points and arrestor hook. The set will also include decals for the codes and serial numbers of a Seafire Mk III.

I have no price as yet but the kit should be out in late August.

Big news however is that Cooper Details second mixed media kit in 1/48th scale is due late in 1996. The topic is a favourite of mine, as it is the de Havilland Hornet/Sea Hornet. As yet I have no idea of price or release date but I will keep you posted.

## Condor

This is the steel mould side of the MPM operation and new from them is the first part of the German Missile set in 1/48th scale. It is selling for \$11.00 in the USA, so it should be about £7.00 in the UK. The second part of the set will include the Bv 246 and Fritz X and this set should be released before the end of the year.



New 1/72nd scale kits in the range will include the NA P-51/Mustang IA and NA A-36A Apache. Each kit will be a vast improvement on the current rash of limited-run versions of this type and hopefully the UK price will be around £6.00.

UK source for both MPM and Condor is H.G.Hannant Ltd.

## Special Hobby

This Czech firm have produced some 1/72nd scale 'Luftwaffe 46' kits in the limited-run injection moulded style recently and noted in the USA were the EMW A9 and A4B proposed developments of the A4 (V2) missile. Each kit is to 1/72nd scale. I have no idea of a price or release date as yet. Hannants are the UK importer for the range.

## KL Productions

I may well have mentioned this American firm before. They have recently released a 1/48th scale He 111 Zwilling conversion based on two Monogram He 111 kits. The set is most impressive and to a very high standard. It consists of 38 resin and 3 vac-formed clear parts and sells for \$39.95.



Also available is the very odd looking F4F-3S 'Wildcatfish'. This is basically an F4F Wildcat on floats and it looks very different. The conversion comprises 12 resin and 6 metal parts and sells for \$32.50.

The final new product noted from this source is a Lockheed LC-130R conversion in 1/48th scale. Based on the Italeri kit this Herc on skis is most impressive in this big scale and the conversion costs \$20.95.

The US source is once again Meteor Productions.

## Superscale

The latest eight sheets from this source are for just two aircraft types. All the sheets are in 1/48th scale and 48-574, 575, 576 and 577 offer you schemes for the Republic P-47N, whilst 48-570, 571, 572 & 573 have options for the F4U-1C/1D and FG-1D Corsair.

UK prices will probably be around £4.25 and the UK importer is H.G.Hannant Ltd.

## Hasegawa

The all new Spitfire Mk VIII is due out from Hasegawa about now (See Preview) and the all new 1/48th scale P-47D-25 was on display and available in a limited number in the USA. This kit is quite superb with lots of detail and although I have not had chance to match it up to scale dimensions I suspect it is quite accurate. With the Academy version delayed until 1997 many modellers will plump for this kit, and who can blame them. Prices in the US seem to vary between \$22.00 and \$25.00 so I suspect the UK price will be on a par with the Hellcat at £18.99 or more expensive at about £22.00.

On show in America was the re-issue of the Ki-100 Koh 'Fastback', the Macchi C.205 in Italian A.F. markings and the Mitsubishi A6M2a type 11 Zero, all in 1/48th scale.

In 1/200th scale there is a Boeing B747-400 now sporting Virgin Atlantic colours.



In 1/72nd there is a re-issue of the F4U Corsair, the ES-3A in 'Seashadows' markings and the TBM-1C Avenger in, yes you guessed it, George Bush's markings. A tasty little tit bit on display marked Hasegawa's arrival in 'what if' terrain, as they are issuing the proposed, but never built, jet powered version of the J7W Shinden (J7W2) in 1/72nd.

There have been lots of rumours of late in regard to this firm, as always about what they will or won't release. Information filtering through has included news of an update on their 1/72nd scale Betty as well as an entirely new range of Skyraiders in the same scale. The F-86 Sabre will certainly be a good seller for this firm and news is that the K variant will be included. All I can hope is that the H is also considered by them.

In 1/48th scale there will be an all-new J2M3 Raiden and a series of Messerschmitt Bf 109's. These will include the G-6, G-10 and K-4, just what we needed, I hear you say. MORE Bf 109's!

Also noted in Japan is the fact that the Model USA 1/48th scale Bird Dog kit (See Preview, Vol 2 Iss 5 Page 264) has been reboxed and issued under the Hasegawa label. The product is for 'home consumption' only however and I am unaware if the repackaging includes new decals.

## Dragon

As many will know the aircraft model production side of this firm will soon cease, as the company I believe sees a decline in aircraft model sales and an increase in armour. In future therefore they will concentrate on armour subjects and I hate to think where that will leave all their tools for the aircraft range.

However for the meantime there have been a few releases of aircraft kits from this source. The old Trimaster 1/48th scale Me 163 2-seat trainer and Me 262A-2a/U2 prone bomber have been re-issued. The metal parts are replaced with plastic and as the original boxes only ever had a picture of the completed model on them, these new examples feature all-new full colour artwork.

In 1/72nd scale the Sukhoi Su-24MR/MS Fencer E/F has been released and before long the new Ki-100 in 1/72nd scale should be out.

## Combat Models

The next release from this firm will be a 1/24th scale F-4F Phantom. It will be vacuum formed and hopefully before long MAP may release a resin interior set for it.

In the future Combat have lots of kits planned and all I can mention is the Dornier Do 335 and De Havilland Mosquito in 1/24th scale!

## Fine Moulds

Seen in the USA were the first test shots of the new Me 410 in 1/72nd scale from this source. Looking at them they certainly seem very good with nicely recessed panel lines and good interior detail (including the rear sights for the barbettes).

At present I have no idea of a timescale for

their arrival but I suspect the price in the UK will be around £25.00, so not cheap! The Me 210 has also been mentioned but with the new kit from Italeri due soon I cannot see them wasting their time, unless they know something about the Italeri kit we don't (think about the Bf 109F & G kits!).

Other news is that Fine Moulds are going to do the Zero in 1/48th scale - Why? Do the Reppu (A7M2) instead please.

## Aoshima

Following on from the release of the Ta 152H-0 and H-1, plus the N1K1-Ja and Jb George kits in 1/72nd scale, this firm have now issued a lovely new kit of the Willow trainer. The kit depicts the wheeled version and apart from the old LS kits, this is probably the only other model of the type in this scale ever made. The US price seems to be over \$20.00, so don't expect change from £20.00 in the UK for this kit.

Aoshima is imported into the UK by Amerang.

## Airfix

It's real! I recently saw the test shots of the sprues for the new FR.46/47 Seafire kit in 1/48th scale. The good news is that the kit is worth the wait and although it is now two months overdue I am sure most modellers are willing to wait a little longer.



The UK price for each kit seems to have settled at £13.99 and looking at the test shots they seem to be worth it. The panel lines are recessed and beautifully subtle. Detail is restrained but I am sure there will be a mass of aftermarket sets for both of these kits before too long.

## Toad Resin

As I mentioned in the past this firm were about to re-issue the old Resitech 1/72nd scale kit of the TSR.2. The kit was advertised as having been 'simplified' to reduce cost and the kit is currently retailing for £27.50.

Having had a chance to rummage through the contents of the kit recently I can tell you that all the kit is missing is the extensive etched brass fret. This is a real shame as the kit needs those parts and I can only hope some resourceful etcher comes to our aid with a replacement set before too long.

## Aardvark Aviation

This may sound like an odd name for a firm but what they are actually offering is familiar to most of you. So far on offer are a range of resin kits and conversions which first saw the light of day under the Resitech banner. I have had a look at the Heston Racer kit and Ju 388

conversions in 1/48th scale and they seem to be as good as the first time around. All that is different now is that the flash has not been trimmed off before packaging, but I can live with that.

Due from this source are the Hawker P.1127 and H.S XV-8A Kestrel in 1/72nd scale. Each resin kit retails for £9.95 but they do not include decals (that's going to be fun with a tri-partite Kestrel!).

The only sources I have so far for the range is Maintrack Models of Hastings and Avia Imports.

## Jaguar

This company produces 1/48th scale resin cockpit detail sets. Their most recent releases are for the Hasegawa Dauntless, Ki-44 and F5F-3/5 Hellcat. The only set I have a price for is the Hellcat and that is £11.15 in the UK. The source is Avia Imports, so check with them for details about the other sets. They are well worth investing in.

## Warrior Model

Many of you will have noted the Preview of the Breda 65A80 in last month's edition (See Page 456). This kit is resin and to 1/48th scale.

Due later on this year from this source are the PZL P.11c and Breda Ba-65K14. Both are to 1/48th scale and each comprises resin and metal parts as well as decals. Prices should be around the \$25.00 plus postage.

There is no UK source for the firm so if you want to contact them directly their address is;

54-152 Wroclaw, ul.Kozanowska 75/16, Poland.

## Model Design Construction

I mentioned this new firm a while ago and their first products, conversions based on the AMT Boston in 1/48th scale, have made their way to us. We will bring you a full review next month.

The first new kit from this source will be the Swordfish Mk II/III in 1/48th scale. The kit will be mixed media with the main parts in resin. Hopefully the kit will be available before much longer and we will keep you up to date about it.

## High Planes

Apart from the recent release of the Bf 110G-4 in 1/72nd scale and the Gloster E.28/39 (See previews), news is that a Wackett trainer, P-51A, PIKA, Mirage III and an Atlas Cheetah C are all due for release this year by this company. Each kit will be limited-run injection moulded plastic with metal and resin detail parts as required and each will be to 1/72nd scale.

## Platykit

This firm have just re-released the old FROG Martin Maryland in 1/72nd scale. The kit features new decals but apart from that it is the same as it was when originally released by FROG.

## Toga

There have been a spate of Bf 109T's in 1/72nd scale lately and this firm has joined the crowd. At present I believe the kit is injection moulded but I am unsure what variants are offered in the kit (T-0, T-1 or T-2).

## Snifer

This is a new name to me, but the product sounds familiar. Apparently a French source states that this company will produce a resin kit of the Short Sunderland MK II and Mk V in 1/48th scale! The price is listed at 1,100F and going by the current exchange and 'mark-up' on French products that would probably make the kit about £200+ in the UK.

## Concord Model



Now I am aware of Concord Publications, but I never knew of a similarly named model firm. However, recently noted are the PAH-2/HAC-3G Tiger and Agusta A.129 Mangusta helicopters in 1/72nd scale. Surprisingly the Tiger is not a rebox of the Revell offering and I must therefore conclude that both tools are new.

## AMT

Although it is not really news, I have the artwork for the next two issues from this source and so I thought our readers may like to see them.



The Grumman F7F-2/2N Tigercat in 1/48th scale is due in September and the kit will allow you to make a single seat fighter (-2) or a two-seat night fighter (-2N). The UK price should be around £14.99



The other kit, which is to 1/72nd scale, is the AC-130U 'Spectre Gunship'. This kit depicts the latest gunship version of the C-130 which bristles with 20, 40 and even a 105mm cannon! The kit is due in October 1996 and the UK price is due to be around £26.99.



# Accessories

## Latest 'True Detail'

The firm of True Details is one which I am sure most of you will have heard of. They are well established with a range of resin accessories and wheels and some of their most recent releases made their way to the editorial office recently.

The first is a new example of their cockpit detail sets and it is for the Academy P-47N in 1/48th scale. The set consists of nine resin pieces. The main component is a front bulkhead and floor, which is moulded as one piece. To this is added a new rear bulkhead with head armour. A very thin seat is next and this includes the seat belts moulded on. As usual sidewalls are included and these are covered in a wealth of detail all of which is beautifully cast. A new resin instrument panel is included although it does not carry the detail at the rear that the Cutting Edge example did (See Vol 2 Iss 2 Page 81) and as this is a unique feature of the N series P-47 it seems odd that True Details have missed it out. A very neat little reflector gun sight is included and all you have to do is add the lens from clear plastic stock. The final details in the set are a very good set of rudder pedals and frames. These have really good depth to them and once they are fixed to the bottom of the instrument panel I am sure they will be most convincing. The last thing to add to your model from this set is

a control column and I like the way in which True Details have cast protecting blocks either side of it on the main casting block, neat trick! As usual the set comes with an instruction sheet showing the

which are added the firing handles and chute cover. The detail on both seats and their components is most impressive. The delicacy of some of the areas on the seat is such that you would expect much to have been missed off, however the seat features lots of fine pipe work and all the actuating mechanism on either

detailed painting data.

I only have a confirmed price for the P-47N cockpit interior so far, and this retails for £7.95. The seats however are more likely to be about £9.99 for the set.

Both of these new sets are highly recommended and apart from my reservations about those identical seat



The new Martin Baker Mk 7 ejection seats are suitable for all USAF and RAF F-4 Phantoms and they are offered in 1/32nd scale (32401)

placement of each piece in the kit and giving colour notes for detail painting etc.

The other item that arrived is the first in this scale for True Details as it is in 1/32nd. The subject matter is no surprise when you consider the number of Phantoms being released in this scale of late. Yes, you guessed it, it is a set of Martin Baker Mk.7 ejection seats. There are two seats in the set and each is moulded as a main component onto

side of the seat. My only problem and reservation is that each seat is identical in everyway. The seats features each harness and these are identical on both seats. This does make the seats look 'odd' and when you consider that the Paragon offerings did not feature identical belts (see Vol 1 Iss 8 Page 429) it surprises me that True Details did not follow suit. As with the cockpit detail set the instructions with this set do give



The newest addition to the cockpit detail sets from True Details is this one for the P-47N, which is offered in 1/48th scale (48456) for the Academy kit

belts (you can remove these anyway) I am sure that both sets will add quite a lot to any model they are used on.

My thanks to Squadron Products for the review samples. If you have any questions about these or other True Detail products you should contact their UK importers;

Pocketbond UK, PO Box 80, Welwyn, Herts. AL6 0ND Tel 01438 798593 Fax 01438 798616.

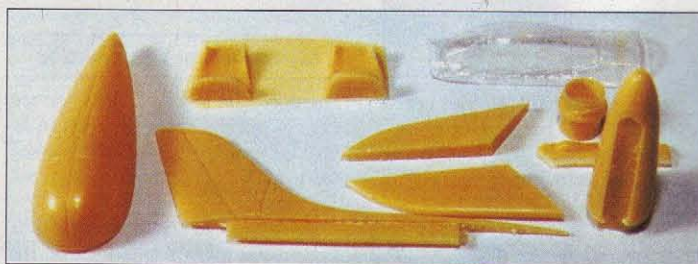
## Swift Updates from Airkit Enterprises

The old Testors kit of the Swift in 1/72nd scale is the only injection moulded kit of this important RAF machine available. This kit was originated by a firm called Hawk and I believe that the moulds may well be from the early 1950's! The age of the moulds is very telling as the kit has no interior and no wheel wells. The overall outline of the model is quite good however, but you cannot make an accurate F.1/2 or FR.5 from it.



The contents of the new Swift F.1/2 update from Airkit Enterprise

To your rescue has come the firm of Airkit Enterprise as they have just released two conversions based on the old Hawk kit. The first conversion is for the F.1/2 and it comprises three resin pieces. The first two are a pair of new intake blanks and a resin tail pipe. These parts basically remove the 'look-through' effect of this old kit and the intake blanks rear face will also provide a solid basis for building up the interior to your own taste. All the resin parts are



The parts layout of the new Swift FR.5 conversion from Airkit

well cast with no air bubble or surface imperfections visible.

The next conversion set is a little more involved as it takes the basic kit out to the FR.5 variant. The set comprises nine resin and one vac-formed clear part. The first task is to clean up the back end of the kit and fit the new resin afterburner. The intake blanks as seen in the F.1/2 conversion above are also included in this set. The entire nose is cut off the kit and replaced with a resin version complete with all its camera ports. The rear cockpit decking can also be removed and the cockpit area should be opened up (the kit has a 'solid' top to this area and just a pilot's head to detail it with!) and detailed to your own taste. An entirely new resin vertical tail unit is included once the kit example is sawn off. A new slipper tank is also included and its position is well illustrated in the instructions. Final major

task is to remove a section of the outer panels of the leading edge of each wing and fit the new resin versions which will result in a 'saw-tooth'. As you have cut off the nose you also get a new resin nose leg undercarriage door and the set is

completed with a nice clear vac-formed canopy. I would have preferred to have two canopies in a set like this as they are not expensive and they allow you to make mistakes, albeit only once!

Overall both of these sets are excellent and I am sure many of you will be hunting through your loft insulation to dig this old kit out. If not, the model has just been re-released by Testors and is widely available at about £4.99.

The Airkit range is stocked by ED Models, Hannants and Maintrack Models so check their adverts for availability. The F.1/2 conversion set (AIR057) is £2.30 and the FR.5 (AIR 056) is £9.81.

My thanks to Airkit Enterprise for the review samples and we will be bringing you a look at converting the Swift using these sets in a future edition of the magazine.



The old Hawk/Testors kit of the Swift updated to the FR.5 with the conversion set on Airkits stand at the recent Midland Expo



## Latest Releases from Airfield Accessories

It has been quite a while since I reviewed any of the excellent products from Airfield Accessories (See Vol 1 Iss 7 Page 360) so it was with great pleasure that I recently received quite a broad selection of their latest releases. The items are offered in both 1/72nd and 1/48th scales and they utilise both resin and white metal parts.

Starting with 1/72nd scale as usual. The first offering is AA72.05 which is for the Albion AM463 refuelling truck. This kit consists of seven resin pieces and no less than forty-six white metal parts. The main resin parts consist of the front section including mudguards, cabin interior floor, cabin body and roof, rear bowser tank, rear pump housing and a set of rear mudguards. All are well cast although they will all need cleaning up



Set AA72.05 offers you this beautiful Albion AM463 refueller



The component parts of set AA72.05

brother to the RL20 as it is the Hanomag SS100 heavy tractor unit and what a beast it looks! The kit is made up of nine resin and twenty-eight metal parts. The resin is once again the chassis, mudguards, cabin and seats and bonnet. The metal includes all six wheels, axles, prop shaft, fuel tanks etc. My example unfortunately suffered from some severe warping of the cabin assembly, although I think a quick dunk into hot water should return the part to normal.

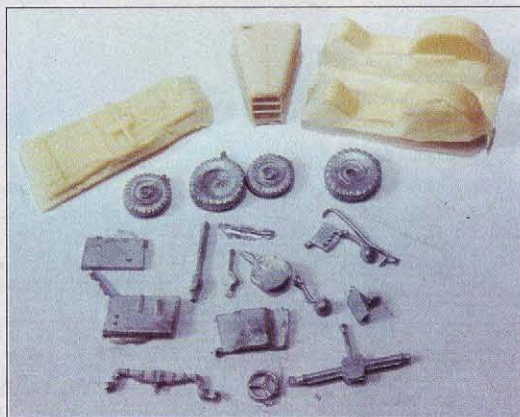
Set AA72.09 is another small kit and it is therefore offered in that great little clear box. The subject matter is the RAF starter trolley and it is made up of six metal parts. These consist of the main body, wheels, towing handle, front wheel and generator. Each is well cast and this little beauty will take no time at all to prepare



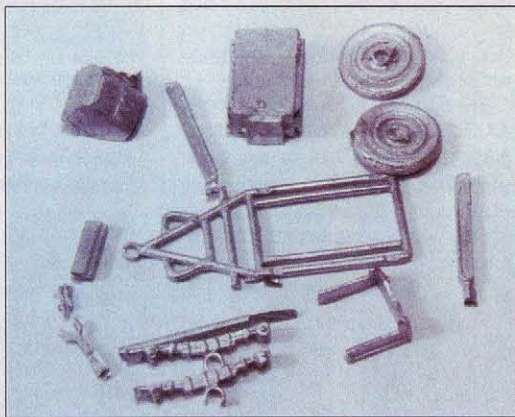
Ugly or what! The Hanomag SS100 heavy tractor (AA72.08)



All the pieces which come in kit AA72.08.



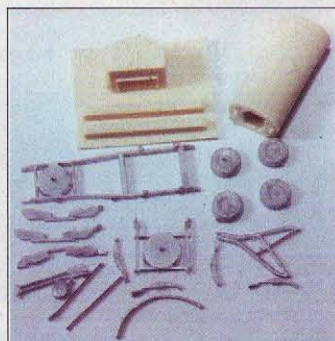
This is what goes to make up AA72.07



The excellent parts for AA72.10



An RAF towed bowser is offered as AA72.06



These are the parts which go to make up AA72.06

and my example had the side of the cabin cracked off. The metal parts consist of all the small detail parts, wheels, chassis, axles and prop-shaft, access ladders, refuelling arms etc. Each is beautifully cast with very good detail and next to no flash. Once the parts are cleaned and

prepared construction will take only a short time and once complete you will have ..... Oh what a lovely looking vehicle!

Next is AA72.06 and this is a towed RAF fuel bowser. The bowser consists of four resin and nineteen metal pieces. The resin parts are basically the main tank, rear 'pump' housing and the two side panniers which hold all the fuel lines etc. The metal parts include the chassis, wheels and axles, turntable and bowser support frames. This is a very neat product and one which will add a lot of realism to any diorama base.

AA72.07 is the Hanomag RL20 tractor unit which was used by the Luftwaffe. The kit is quite small in this scale and as a result it is packaged in a very neat snapshut clear plastic box. This should allow good and easy display of the product at shows and in shops which is always a good psychological factor. The kit itself is made up of four resin and eighteen white metal parts. The resin pieces are the chassis, engine and bonnet assembly and the mudguard units for each side. The metal parts include all the details such as seat, steering wheel, wheels, fuel tank etc. All of the parts are well moulded and only the resin parts will need any real cleaning up.

Next is AA72.08 and this is the big

and build.

We stay with small kits in clear boxes with the next offering. This is AA72.10 and it is an airfield starter cart as used by the Luftwaffe. This model is made up of fourteen metal parts and these consist of the main body, upper section, chassis, wheels, springs and guard. Once again each is well cast and the kit will take little time to prepare and build.

The final offering in 1/72nd scale is



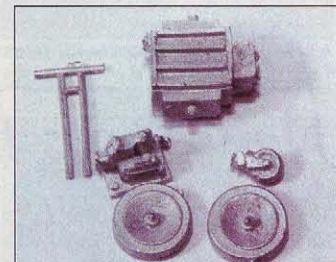
Always of use is this Luftwaffe tank trailer (AA48.06)



The selection of resin and metal parts which make up AA48.06

AA72.14 and this is a companion to the previous set. It is an airfield oil cart as used by the Luftwaffe and it is made up of one resin and eighteen metal parts. The single resin part is the main body and the metal consists of wheels, chassis, tool boxes, towing arm and sundry fixtures. The resin part will require a little cleaning up but once again this kit will prove relatively easy to put together.

The first accessory offered in 1/48th scale is AA48.06 and this is a Luftwaffe fuel tank trailer AH454. The model is made up of eleven resin and thirty-nine metal parts. Resin is used for the chassis, main body, side units, doors, front and rear section and roof panel. The metal is for all the wheels, axles and ancillary



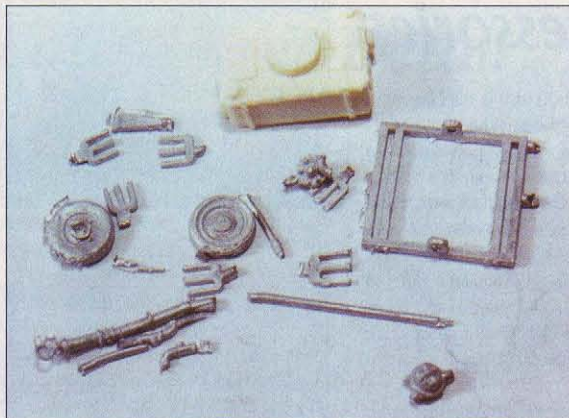
A small number of parts go to make up AA72.09

equipment. I love the way in which the manufacturer has moulded all the storage compartments into each side of the model, as this allows you to add new doors made of plastic card and then add some goodies into each unit. Neat touch!

Next comes the 1/48th scale version of that brutish Hanomag SS100 heavy tractor reviewed above in 1/72nd scale. Being coded AA48.08 it is made up of fourteen resin and forty-nine metal parts. The resin is used for the chassis, cabin, bonnet, mudguards and fuel tank while the metal gives you all the wheels, axles, springs and equipment. This really is an ugly beast and I can just see it towing a Ju 188!

The next item is very welcome as it is the VW Kumbelwagen. This item, code AA48.09, is not based on the old Bandai





To go along with the starter trolley is this oil cart (AA72.14)



The RAF starter trolley seen in 1/72nd scale is also offered in 1/48th (AA48.16)

kit, instead it is all new and is made up of six resin and thirty-five metal parts. The resin is used for the main body, separate doors and the hood either up or down. The metal is utilised for the wheels, axles, seats, steering wheel, instrument panel, windscreen and all the accessories. A nice touch are the notes in the instructions which tell you the difference between the early and late production series vehicles, so you can choose to model whichever one you want.

Next in this scale is product AA48.16

and this is the RAF starter trolley reviewed above in 1/72nd scale. This version is made up of two resin and five metal parts. The resin is used for the main body and upper generator unit, while the metal is used for the chassis, wheels and tow bar. As with the 1/72nd scale version cleaning up is minimal and construction will be easy.

The final item in this scale is product AA48.20 and this is a combination of sets AA72.10 and AA72.14 in this larger scale. The set therefore comprises the

Luftwaffe starter cart and oil trolley. The starter cart is made up of twelve resin and twelve metal pieces, while the oil cart consists of one resin and twenty-one metal parts. In both cases the resin is used for the main body of each cart with the trolley requiring this to be cast in two sections. The rest of each unit including the chassis, wheels, axles etc are all cast in metal.

Overall, what can I say except GREAT! These really are a great selection of ground handling equipment for WWII.

Each is well worth considering if it is applicable to your specific field of interest and really no well dressed diorama should be without one!

All of the range can be obtained in specialist model shops or directly from the manufacturer at:

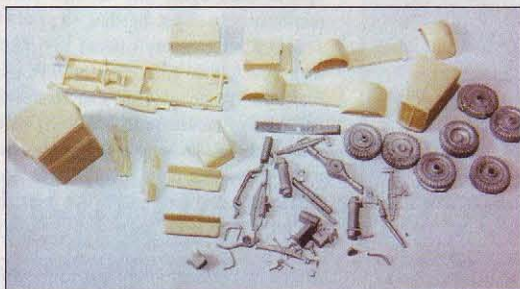
Airfield Accessories, 23 Clarence Road, Capel-Le-Ferne, Nr Folkstone,



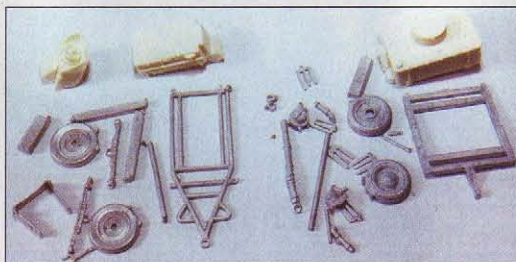
At last a natty little Kumbelwagen in quarter scale (AA48.09)



Resin main components and metal accessories make up the Kumbelwagen



A lot of parts go to make up the SS100 tractor



There is quite a number of metal parts in AA48.20, although the resin is restricted to the main bodies of each unit

Kent. CT18 7LW.

Tel/Fax: 01303 246331

The products reviewed above are priced as follows:

AA72.05 £15.50	AA72.06 £13.00
AA72.07 £8.50	AA72.08 £15.50
AA72.09 £4.50	AA72.10 £4.50
AA72.14 £4.50	AA48.06 £31.00
AA48.08 £31.00	AA48.09 £14.00
AA48.16 £5.70	AA48.20 £13.00

My thanks to Airfield accessories for the review samples.

## New Seats from Hi-Tech

The French company of Hi-Tech will be familiar to you as they produce a wealth of resin accessories and conversion sets in most scales. Recently they have produced a couple of ejection seats and these have reached us via their UK importers, H.G.Hannant Ltd.

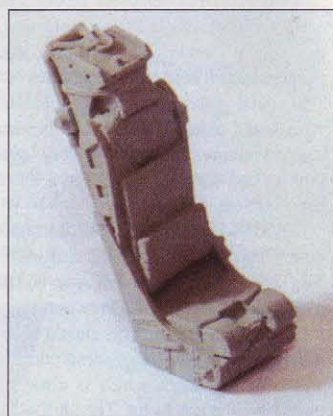
Both of the seats we have are identical, being offered in two scales. The seat being covered is the Martin Baker Mk 4B which is suitable for the Mirage FIC and Alpha Jet. Both 1/72nd (72505) and 1/48th (48509) versions are available and each is of similar high quality. Each seat is well cast with no surface imperfections. The resin used in the familiar 'chalky' texture and this has allowed excellent definition of all the finer details even in the much smaller 1/72nd scale version. The 1/48th scale version is cast in grey, with the 1/72nd scale one in tan. This seems to be a trend with Hi-tech of late and it may well be that he colour codes his products by the type of resin he uses. e.g Tan= 1/72nd, Grey = 1/48th! All of the upper and



The neat little seat for the Mirage FIC and Alpha Jet is offered by Hi-tech in 1/72nd scale...

lower lumbar support cushions are moulded on the rear of the seat pan, although in service these usually droop down into the seat before very long. No seat belt harness is included on the seat. Many will like being able to add their own choice of seat belts while others will

wish they had been moulded on so they don't have to do battle with brass



...and 1/48th.

versions (See, it just goes to show you can't ever please everyone!). I personally don't like moulded belts on normal seats, but prefer them on ejection seats. This is due to a simple factor - I am lazy and it is easy to add belts to a simple seat but a real hassle with the 'lumpy' surface of an ejection seat!

Each one of these seats is highly recommended and if you want to add something that will make the cockpit area come 'alive' then these seats are just the thing. So far a range of these seats have been released and they are:

1/72

- 72503 MB Mk 10 for Mirage FIB/CT/CR & 2000.
- 72504 MB Mk 4A for Mirage III/Etendard & Super Etendard.
- 72505 MB Mk 4B for Mirage FIC & Alpha Jet

1/48

- 48507 MB Mk.10 for Mirage FIB/CT/CR/2000
- 48508 MB Mk4A for Mirage III/Etendard & Super Etendard
- 48509 MB Mk 4B for Mirage FIC & Alpha Jet

All the 1/72nd scale sets are priced at £1.95 whilst those in 1/48th are £2.85. There is one seat per set in both scales.

If you want to know more about these or any other products in the Hi-Tech range contact their UK importers, H.G.Hannant Ltd.

My thanks to Hannants for the review samples.



## New Accessories from Delta Bits

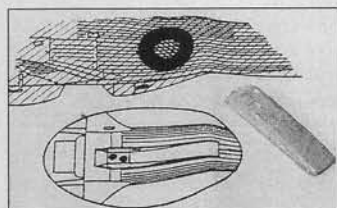
The name of Delta Bits is familiar to most, as it is all part of the Delta Aviation Publishing group which includes Delta Decals. Recently we received a selection of new accessories from this company which are all produced in white metal and are all to 1/72nd scale.

The first of the four sets we have is 5006 and this is a Hurricane PR.II conversion. The set could not be easier as it only contains one piece and this is the ventral camera pack. The oblong unit contains two camera ports in the form of small indentations in the forward portion. These can either be painted black to represent the camera lenses or you could drill them through and once all the painting and marking of your model is complete, glaze them with Krystal Klear or similar.

The next set is 5007 and this consists of two bomber seats for WWII era machines. Each seat has arm rests moulded in an 'up' position and head armour extensions at the rear. The style and size of these units are very similar to those fitted in the Lancaster, so I am sure that these will come in handy when you are detailing some of the older kits on the market.

Set number 5008 is next and this is a neat little conversion for a Spanish Civil War era Hawker Fury. Based on the

Matchbox kit the set comprises eight metal parts and a section of plasticard.



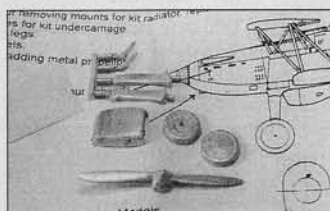
This neat little ventral camera bay for the Hurricane PR.II is offered in 1/72nd scale (5006)



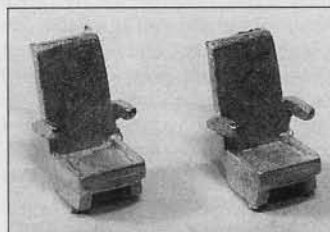
If you need seats for a WWII Allied bomber look no further than this set (5007)

The metal parts are a two blade propeller, new wheels (x2), radiator, undercarriage legs (x2) and cowl fairings (x2). Conversion will entail reprofiling the nose of the kit, but line drawings are included in the instructions. All the

exhaust stacks have to be removed and oval ports drilled in their place. Two



Based on the Matchbox Fury kit this conversion (5008) is designed to convert it to a Spanish Civil War era machine



Another style of seat suitable for Allied WWI bombers is offered in this set (5009)

teardrop shaped fairings (metal) are added towards the front of the cowl above the exhaust ports and then its radiator unit is replaced with the deeper metal version. The kits undercarriage is consigned to spares and all its locating holes must be

filled before new ones can be drilled and the metal undercarriage legs fitted. Your final tasks, once painting and decalling are complete, will be to add the new metal propeller and wheels.

This is a neat conversion and the only 'involved' element is the re-shaping of the nose area. Other than that I think most modellers could undertake this conversion and the end result will be quite unusual.

The final product is 5009 and this is another set of bomber aircraft seats. Once again they are suitable for all Allied WWII era machines and they are cast with the armrests in the 'down' position and no head armour extensions fitted. This type of seat is probably suitable for light bomber types such as the Blenheim etc and they will be far superior to most examples you will find in kits.

Each of these sets are well produced and I suspect have been cast by Aeroclub, so their quality is assured. The sets are not too expensive and those featured above are priced as follows:

5006	£1.30	5007	£1.30
5008	£3.50	5009	£1.30

Each is highly recommended and they can be obtained in specialist model shops or directly from the manufacturer. Contact Delta on (Tel/Fax) 0114 233 4187 for more details

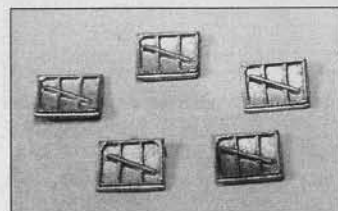
My thanks to Delta Aviation Publishing for the review samples.

## New Selection from Final Touch

It has been a while since I last looked at anything from this range (See Vol 2 Iss 1 Page 16 - 17), so it is nice to have recently received a selection from them. There are six sets in 1/72nd scale and four in 1/48th comprising resin, metal and etched brass components.

Starting with 1/72nd scale, the first item is FTA007 and this is a set of five white metal access door for all marks of the Spitfire. Each is well cast with internal frame details and the customary 'crowbar'.

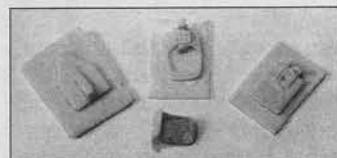
Next is FTA101 and this is a set of



A useful set of metal access doors for all Spitfires in 1/72nd scale is available in set FTA007



Set FTA101 offers you a new set of resin undercarriage units for the Buccaneer in 1/72nd scale



If you have a Spitfire in 1/72nd with no interior detail look no further than FTA121



If you need the non-bulged bomb bay for your Buccaneer it is available in 1/72nd scale as FTA136

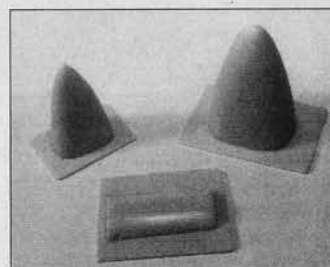
undercarriage units for the Buccaneer. Comprising three units cast in resin, they are well produced with good detail although some of my examples did have some air bubbles evident. The tyres are not 'weighted' on these units which is a shame as it was an opportunity missed.

Set FTA121 is next and this is a four piece resin cockpit interior suitable for most marks of Spitfire. With so many older kits available on the Spitfire it is nice to have this little set. The set comprises a new instrument panel and bulkhead, seat, floor and rear bulkhead. Overall this will be very useful if you have any of the old Ventura range of Spitfire kits in stock.

A useful non-bulged bomb bay unit for

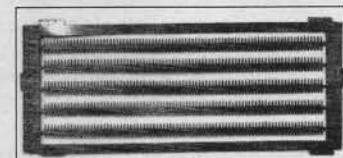
the Buccaneer is offered in set FTA136. Moulded as a one piece resin unit, all you have to do is sand off the casting block at the rear and fit to the Airfix or Matchbox kit. My example was well cast with few air bubbles noticeable, none of which were on the exterior of the part.

The next item is a conversion and it is for the RF-8G Grusader. Product number FTC025 is produced in four resin pieces. The new forward nose and cockpit area is cast in two pieces, split vertically and hollow. The other parts are the ventral camera port and the upper wing 'hump'. All of these parts are well cast and

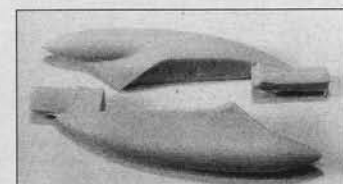


If you like transports then you will love this new 1/72nd scale Lancastrian conversion (FTC026) from Final Touch

although the interior of the fuselage halves are full of air bubbles. Thankfully none of these will be noticeable once the conversion is complete. This set basically takes over from where the Ventura injected plastic set left off. Now that



Etched ammo belts in 1/48th scale are offered as FTA024

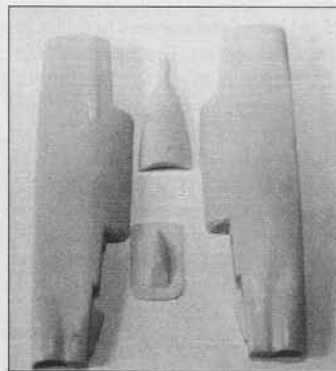


The tanks offered in the 1/48th scale Airfix Buccaneer kit are a little troublesome, so you may like to replace them with these (FTA134)

Ventura have dropped their kit production their conversion is no longer available and this product nicely fills the gap.

The final offering in this scale is another conversion set. FTC026 is a three piece conversion for the Avro Lancastrian and it could not be easier to achieve. The set comprises a new nose, tail and upper gun turret position plug. All you do is remove the nose and tail of your Lancaster kit and replace them with the resin parts. Using the upper fuselage plug as a pattern cut out the appropriate area around the turret hole and then plug this with the resin insert. All of the resin pieces are 'plinth' moulded and you will have to sand all this away before using them. Although this does take time it does





With the old Ventura conversion now gone, this new RF-8G conversion from Final Touch (FTC025) can fill the resulting gap.

give a certain amount of flexibility and as long as you keep on checking the part for fit I cannot see why you will not get a perfect fit.

Moving into 1/48th scale now, the first set is FTA022 and this is a set of resin afterburner cans and exhausts for the F-4E Phantom. The set comprises six resin

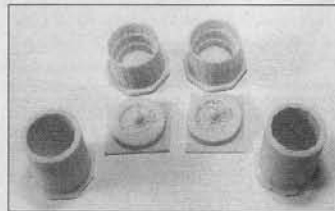
parts, all of which are plinth moulded. You get the back 'afterburner' ring onto which is added the exhaust cone and finally the exhaust outlet cans. Each of the pieces is well cast and has good detail. The outer exhaust section in my example had some air bubbles evident inside and this will be complex to eradicate.

Next is an etched set, this time FTA024 and it is a set of ammo belts in 1/48th scale. There are five 45mm long ammo belts and although they do not have any detail in the form of different depth etching I am sure they will still be of use internally.

Next is FTA134 and this is a set of resin slipper tanks for the Buccaneer. Designed for the Airfix kit they are certainly better representations of the real thing and they are easier to use. I found the fit of the tanks to the pylons in the Airfix kit a bit of a trial and these new resin examples may just be the thing to overcome that. Each is well moulded with no air bubbles present and the moulding

block is situated at the upper rear so that this area of the pylon is hidden once fixed to the wing.

The final product in this selection is FTA40 and this is a USAF luggage pod. Moulded as one single piece of resin the unit is suitable for many USAF types. The pod is moulded integral with its mounting pylons and my example had mould lines and a little debris on the extreme nose. It was nothing to worry about as it was easily removed with a sharp knife, but none the less it was annoying and should



A six part resin exhaust update for many of the older F-4E Phantoms is offered as set FTA022 in 1/48th scale.



A neat little USAF luggage pod is offered in 1/48th scale (FTA140)

not have happened.

Overall I feel that all of these products are well produced and are in keeping with Final Touch's policy of no nonsense, inexpensive products for the modeller to use. Each of the products reviewed above are priced as follows:

FTA007	£1.50	FTA022	£2.50
FTA024	£1.95	FTA101	£1.95
FTA136	£1.95	FTA134	£3.50
FTA140	£1.95	FTC025	£6.00
FTC026	£6.50		

All of the range is available in the UK via their distributor, 21st Century Hobbies. See their advertisement elsewhere for details.

My thanks to Final Touch for the review samples.

## KMC Update

Over the past few months there have been various changes concerning this American firm, not least of which is their termination of the exclusive worldwide distribution agreement with AeroMaster. During these few months we have missed out on samples of the latest releases and I am therefore very pleased to have received all releases for April and June (there were none in May) from this manufacturer.

Most of the sets are in 1/48th scale, although there are two in 1/72nd scale and these are where I will start.

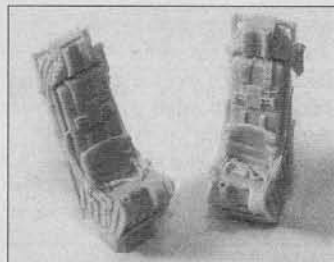
The first offering is 72-7007 and this is an update set for the TBF-1/C Avenger

instrument panel complete with the upper coaming is included and to this is added etched brass rudder pedals. The bombardier's compartment in the rear fuselage is detailed with the addition of an etched brass fuselage framework panel, his seat in the stowed position (brass) and all the electrical equipment (resin). The pilot's seat is replaced with a new version in resin, complete with etched brass seat belt harness. A new cockpit floor is also included and this is cast in resin. To this is added the complex wing spar and formers (all in brass). The last areas to be covered in this set are the rear turret which gets a new (resin) base, seat (brass) and supports

Each is well cast and although the rudder and tailplanes are included in the update set mentioned above, you may well also like to have this set as it allows you to drop the flaps.

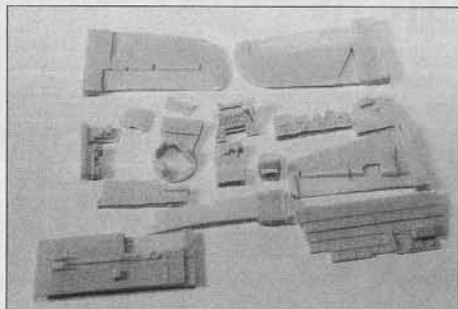
It is not surprising that most of KMC's releases are to 1/48th scale, as this has always been considered an 'American scale'. The growth in the popularity of this scale however does mean that far more modellers are turning to this larger scale (yes, my eye sight isn't improving either!).

I will start with the two new update sets offered in this scale. The first is 48-405 and it is for the Sukhoi Su-27 Flanker B which is produced by Academy. This set comprises thirty-four etched brass and eighteen resin parts. Detailing can start once the portions of the instrument panel



The Escapac I-C ejection seat is offered in a two-seat pack as 48-5040.

removed from the instrument panel coaming at the beginning are now replaced with etched brass examples and the upper canopy decking is detailed with a brass overlay. The HUD is assembled from a resin base and an etched brass



Set 72-707 allows you to update the interior of the Hasegawa TBF-1/C Avenger.

produced by Hasegawa. The set contains seventeen etched brass and twenty-three resin parts. Detailing starts with the removal of the rudder and tailplanes from the kit, as these are replaced with separate resin versions. Locating lugs, headrest detail and the instrument coaming are all removed from each fuselage half and once this is done the new interior can be added. This new interior comprises right and left sidewalls, the radio rack (brass) and radio units (resin) and all the side console details (resin). The detail on all of these pieces is excellent. A new resin

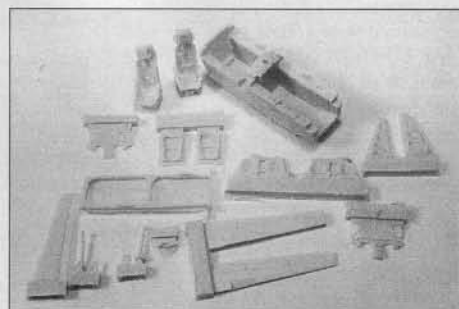
(rod) and a new .303 cal machine gun (resin). The final detail are new bulkhead and headrest units for the front and rear of the cockpit area, all of which are etched brass. This is a superb set and when the new wing fold set is released in September for the same kit you will be able to make a very impressive Avenger.

The other offering in this scale is set 72-7009 and this is a complete set of separate control surfaces for the TBF-1/C Avenger. The set comprises nine resin parts. These are new flaps (four parts), a new rudder, tailplanes and the ailerons.



If you want to update the Sukhoi Su-27 single seater from Academy, look no further than set 48-4005.

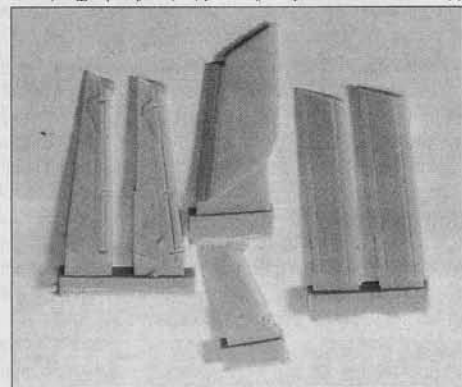
coaming indicated in the instructions have been removed from the kit part. New rudder pedals (brass) and throttle control box (resin) are added to the upper fuselage half. The new cockpit tub (resin) is detailed with a set of rudder kick-plates (brass) and control column (resin). The instrument panel is made up of a resin backing and an etched overlay. No instrument faces are included so you may wish to add suitable ones from a Reheat set. Once all these parts are assembled and painted they can be added to the upper fuselage half. The portions



The Hobbycraft T-33 is a good basic kit, but the inclusion of this new detail set (48-4008) will add so much more to it.

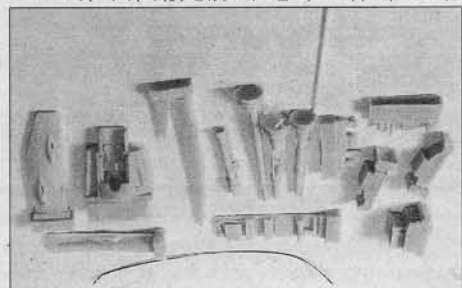
frame, all you have to add are the lenses from clear plastic card. New canopy frames are included along with rear view mirrors, canopy latch frames and sill details, all of which are in etched brass. A new rear decking insert for the canopy is included in resin and this includes interior detail, something which the kit part does not. A brand new nose wheel undercarriage door is included along with the separate reservoir bottle, all being cast in resin. The Angle of Attack vanes are included in brass and an entirely new FOD guard for the nose wheel is made of



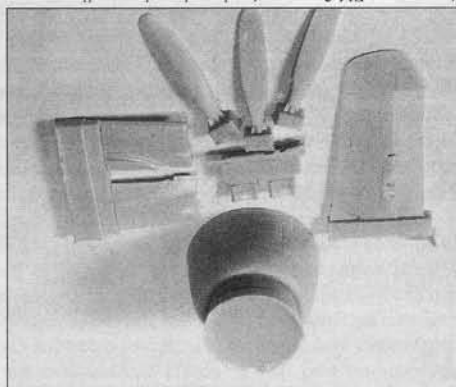


More separate control surfaces, this time for the Tamya Mig-15bis (48-5037).

no less than one resin and seven brass pieces. Final detailing included 'weighted' resin wheels to replace the rubber ones in the kit and a new resin K-36DM ejection seat. This seat is made up of two separate resin parts (main body and headrest) and the seat harness is moulded on. The detail on all of the parts in this set are superb and we will be doing a feature on upgrading the Academy kit with one of these sets in a future edition of Scale Aviation Modeller.



Also applicable to the Tamya Mig-15bis kit is this gun Avenger are offered in set 72-7009.

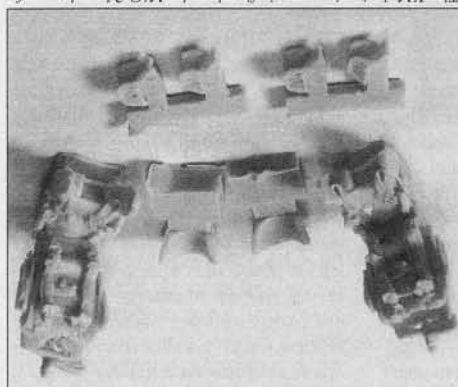


A very neat FM-2 conversion based on the excellent Tamya Wildcat kit is offered as set 48-5045.

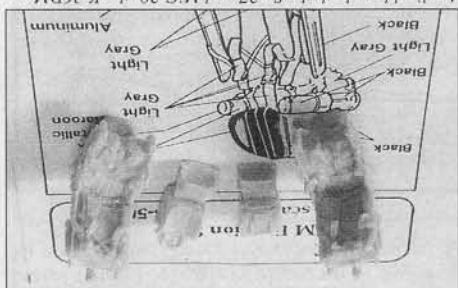


Separate control surfaces for the Hasegawa TBF-1/C Avenger are offered in set 72-7009.

Once again this is a superb set and with and filler points for each tip tank (brass). separate rudder and elevators, hub and oleo details for each main wheel (brass) actuating rams. Final detailing consists of a resin main unit with etched brass parts. The dive brakes are supplied as kit for the detail sets to arrive. For it never takes long after the release of a Tamya Mig-15bis has been around for a few months and KMC have already released a cockpit detail set for it. This new set, number 48-5037, offers separate control surfaces for the kit. Consisting of six resin parts you can pose the rudder, and these are six propeller blades and two hubs. The detail is very good and once again they offer a better 'look' than the kit parts.



The KM-1 ejection seat is fitted to the Mig-21 and two of them are offered in set 48-5046.

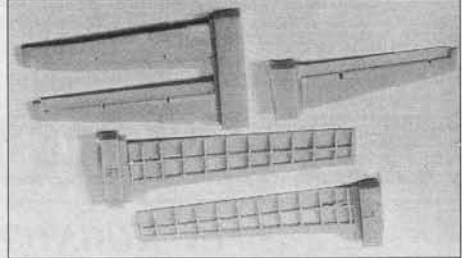


Applicable to both the Su-27 and Mig-29, the K-36DM ejection seat is also offered in a two set pack as 48-5041.

the plastic rod included with the set. The brass wire is used to suspend the gun pack under the aircraft, as the unit was winched in and out of position in the aircraft using suspension wires. This is an excellent set and once fitted to your model will certainly make it stand out, my only question however is 'what about the area above the gun pack whilst it is in the down position?' I know I am being picky and you may not be able to see it anyway, but it seems a shame that a basic etched brass

frame insert could not have been included in this set to blank the hole out. The next set is 48-5040 and this is a set of two Escapac I-C ejection seats which are suitable for the Viking. Each seat is cast as a single resin piece and they include the seat harness. The realistic look of the cushions within the seat is most commendable and overall they are well worth having.

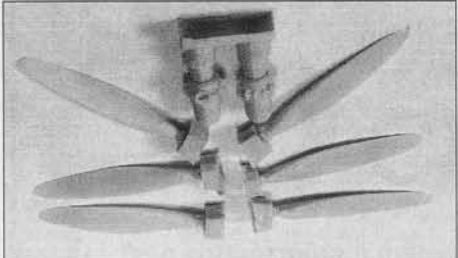
Having already had a look at the Su-27 find that the excellent K-36DM ejection seats are also available separately. Each seat is cast in two parts, with all the harness detail moulded on. The detail on each of the two seats in the set is most impressive and they will add a lot to any Su-27 or Mig-29 kit in which they are fitted.



Separate control surfaces for the Hobbycraft T-33 are offered in set 48-5042.



It is amazing just how big the control surfaces of the AMT A-20G are, as can be seen in this new set from KMC (48-5036).



A neat set of propellers for the AMT A-20G are offered in set 48-5036.



The T-33 update reviewed previously did not include separate control surfaces and this is because these are offered as a separate set. Numbered 48-5042 the set comprises five resin parts which are the rudder, elevators and flaps. Detail on all of these parts is well done and the interior of the flaps is quite convincing.

Set 48-5045 is a conversion and it allows you to make up an FM-2 Wildcat from the Tamiya kit. The conversion comprises nine resin parts. These parts are a new front cowl, intake scoops, exhaust outlets for each fuselage side, a

taller rudder and new propeller blades. The only surgery required on the kit is to remove the panels in the side of the fuselage for the new resin exhaust outlets and the removal of the rudder. Blanking plates have to be placed over the oil coolers on the under surface of each wing and the instructions include a template for their manufacture in plastic card. The example I had suffered from air bubbles in the extreme forward edge of the new engine cowl and it is going to make this entire area fragile when the casting block is removed as they are adjacent. This may

only be a fault on my example, but is a point you may wish to check when purchasing the conversion.

The final offering this month is set 48-5046 and this is two KM-1 ejection seats which are suitable for the MiG-21. Each seat consists of four resin parts and these are basically the main body of the seat complete with seat harness, the headrest and the leg supports (two per seat). Each is well cast in resin and the finished seat will look very good, especially once it is dry brushed to bring out all the lovely raised detail.

Overall I feel that any of these new sets from Kendall Model Company are well worth considering if you are building the applicable kit. I don't have the prices for all the items listed above, however those I do have are as follows:

48-4005	£17.25	48-5035	£10.45
48-5036	£5.45	48-5037	£5.25
48-5040	£5.25	48-5041	£5.25

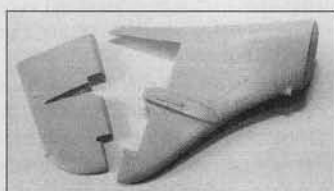
All of the KMC range is imported into the UK by H.G. Hannant Ltd and all the above prices are from that source.

My thanks to Kendall Model Company for the review samples.

## The Cat's Tail by Belcher

If this is not a name to toy with I don't know what is! Belcher Bits is a relatively new Canadian firm who have produced resin accessories and upgrades and have recently gone into resin kit manufacturing with their excellent 1/48th scale CT141.

This new product from them is a replacement tail and rudder unit for the new Monogram/Revell PBV-5 Catalina in 1/48th scale. As the instructions state, the kit is inaccurate in regard to the area at the base of the tail. This area in the Monogram kit scales out to 39" while measurements



The new replacement tail end for the Monogram/Revell Catalina from Belcher Bits

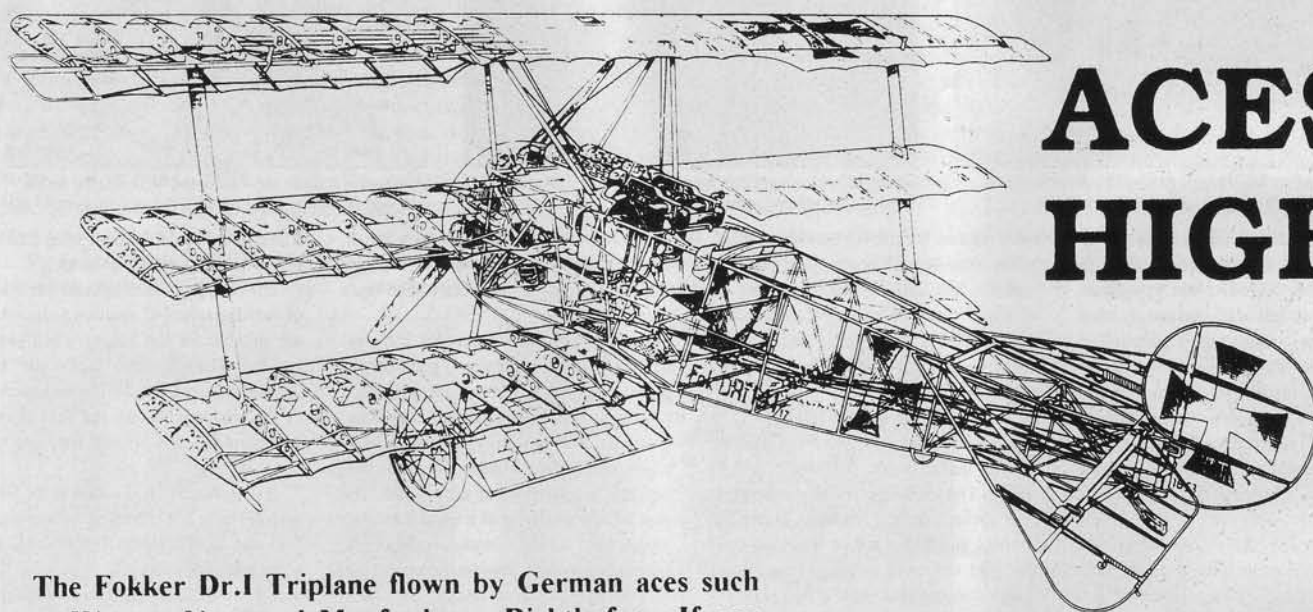
of a preserved example has shown it to actually be 20.75". This makes the kit a massive 18" out and this is 3/8" on the model. To correct this Belcher have made

an entirely new tail and separate rudder assembly from resin. This unit is a simple 'plug-in' piece and once you have sawn off the existing tail on a point 3.2mm from the panel line at the base of the tail it should just glue into position. A little rescribing will be required on the kit, but this is pointed out in the instructions. The inclusion of a separate rudder is neat and this will allow easy deflection of this unit, so your model looks more realistic.

Overall this is an easy and very well produced conversion set which easily corrects a very large error in the kit. The only problem I can see is the weight of this new unit. Think of a PBV Catalina, its

undercarriage position and contour of that tail. Now add a large lump of resin at the extreme tail and what do you have ..... the answer is a great need of extra nose weights! In the future we will be doing a 'Quick Build' on the Catalina and we will include this new tail unit to see just how much it affects the finished product.

All Belcher products are now imported into the UK by H.G. Hannant Ltd and the price for this correction set from this source is £9.95. If you have a Catalina in 'stock' and you now cannot live with the knowledge of that inaccurate tail, this set is your only salvation. My thanks to Hannants for the review sample.



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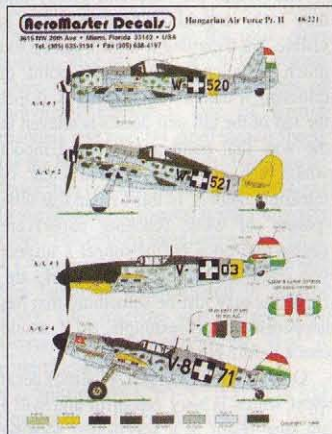
# CROSS & COCKADE INTERNATIONAL

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## AeroMaster Update

When I last looked, well not quite 'last', at the latest from AeroMaster I pointed out that I only had part one of the Hungarian Air Force sheet (48-220) and Operation Bodenplatte (48-222). Well as always AeroMaster read the review (Hello Gaston!) and they have since sent me the 'missing' sheets plus a few new ones.



Although I missed out on it last time, I have now got the chance to have a look at the second part of the Hungarian Air Force sheet (48-221)

As I have already mentioned them and therefore primed you for them, I will look at those 'missing' sheets first, starting with the 'Hungarian Air Force Pt. II' sheet, number 48-221. This sheet features four machines, two Messerschmitt Bf 109's and two Fw 190's. The options are;

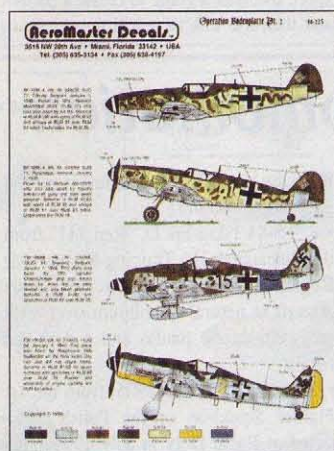
- 1. Fw 190F-8 assigned to 102/2 Fighter-Bomber squadron and flown by Lance-Sgt Timler in January 1945. This machine is thought to be RLM 82/75 over RLM 76 with a mottle of RLM 82/75 on the fuselage sides. Being a ground attack machine this aircraft features a yellow (RLM 04) fuselage stripe and a 'V' under the port wing.
- 2. Fw 190F-2 operated by 102/2 fighter-Bomber Squadron in 1945. This machine is in the same scheme as option 1 but it features the entire tail in yellow (RLM 04) as well as the fuselage band and wing 'V'.
- 3. Bf 109F-4 flown by György Debrödy on the Eastern Front. This aircraft is painted in an RLM 74/75 over 76 scheme which is in a splitter pattern. The lower cowl, lower wing tips and fuselage band are yellow (RLM 04).
- 4. Bf 109G-6 of 101/3 Fighter Squadron, Puma Fighter Group in 1944. This machine is RLM 74/75 over RLM 76. The upper colours are mottled down over the RLM 76 fuselage sides

This set contains one main (full-size) decal sheet and two 1/4 size examples. These contain Fw 190 and Bf 109 stencils respectively, the Bf 109G/K sheet in fact being 148-007.

I will now move on to part 2 of the 'Operation Bodenplatte' sheet, number 48-223. This contains markings for five machines, two Bf 109's, a Fw 190A, Fw

190D-9 and an Me 262A-2a. Their colours schemes are as follows;

- 1. Bf 109K-4, 'White 17', W/Nr 330230 of 9/JG 77, Tillburg, Belgium and flown by Uffz. Henrich Munniger who was shot down by AA fire. This machine is RLM 81/82 over RLM 84 sides and RLM 76 underneath. There are patches of RLM 82 and wisps of RLM 81 on the fuselage sides.
- 2. Bf 109K-4, 'White 1', W/Nr 330204 of 9/JG 77, Rosendaal, Holland. This machine was flown by Lt. Herbert Abendroth and he was unfortunate enough to be shot down by friendly fire! This machine features the same colour scheme as option 1.
- 3. Fw 190A-8 'Black 15', W/Nr 732088 of 15/JG 54, Brussels, Belgium. This machine was flown by Uffz. Gerhard Ohlenschlager and he was forced down by Allied fire. This machine is RLM 81/82 over 76 with splashes of RLM 82 on the fuselage sides.
- 4. Fw 190D-9, 'Yellow 2', W/Nr 210045 of 11/JG 54. This aircraft was flown by Hptm. Willi Bottlander and it features an RLM 81/82 over RLM 76 scheme. As usual with Luftwaffe types the upper (RLM 82) colour is mottled over the fuselage sides and tail.



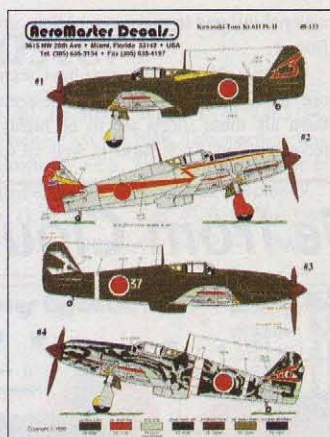
Another sheet I 'missed' last time was the second part of the Operation Bodenplatte sheet (48-223)

- 5. Me 262A-2a, 9K+BH, W/Nr 170096 of 1/KG 51, Rheine, Germany. This machine is believed to have taken part in Bodenplatte and it is painted RLM 81/82 with squiggles of RLM 82 over RLM 76. The tip of the tail, bottom of the rudder and extreme nose cap are white.

This is a two sheet set and these feature all the national insignia and stencils to make all the options as well as some neat Messerschmitt and Focke-Wulf company logos for your display bases!

Moving back to the other selection offered this month. There are three sheets, all of which are to 1/48th scale. The first is an 'oldie', namely 48-133 which is entitled 'Kawasaki Tony Ki-64-II Pt. II'. This sheet features markings for four machines, they are;

- 1. Ki-61-I Tei of the 23rd Independent



Lots of colourful Tonys are offered on sheet 48-133

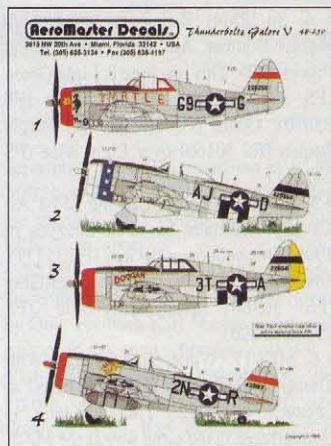
Co based at Okinawa in January 1945. This machine is Dark IJA Green over natural metal and it features the usual orange-yellow leading edge panels.

- 2. Ki-64-I OTSU which is believed to have belonged to the 59 ACR, 3rd Company. It is also believed that this is the Commander's aircraft and that the company may well have been a Kamikaze Special Attack Unit. It is natural metal overall with white bands around each wing under the Hinomarus. The tail, rudder and sections of each tailplane are red.
- 3. Ki-64-I Tei of the 55th ACR based at Itami AB in August 1945. This machine is Dark IJA Green on top with natural metal underneath.
- 4. Ki-64-I Kou of the 68th ACR, 2nd Company based in New Guinea/Hollandia in April 1944. This machine was flown by Lt. Yoshimitsu Tamui and it is painted Kawasaki Dark IJA Green randomly applied in squiggles over natural metal. All the control surfaces are IJA Grey.

The sheet features sufficient stencils and national insignia for only one option, although the basic kit will be able to offer most of these markings anyway.

The next sheet is number 48-250 and it is entitled 'Thunderbolts Galore V' and it contains markings for five machines. These options are;

- 1. P-47D-22-RE, 'Turtle No.9', 42-



Another varied selection of P-47's are available on 48-250

26250 of the 509th FS, 405th FG, 9th AF based at St. Dizier, France in the Winter of 1944. This machine is natural metal overall with an Olive Drab anti-dazzle panel and a red cowl ring. This machine features a Malcolm Hood.

- 2. P-47D-30-RA, 44-20566 of the 356th FS, 354th FG, 9th AF based at Rosières-en-Haye, France in November 1944. This machine is natural metal overall with the anti-dazzle panel. Invasion stripes are carried around the bottom of the rear fuselage and the cowl is white with a blue band. This band carries white stars.
- 3. P-47D-22-RE 'Doogan', 42-20641 of the 22nd FS, 36th FG, 9th AF based at LeCulot, Belgium in December 1944. This machine is in the same basic scheme as the previous options although it has a red forward cowl and a yellow rudder, plus invasion stripes as per option two.
- 4. P-47D-30-RA 'Jammer Janie', 44-33183 flown by Lt. John A. Russborn of the 81st FS, 50th FG, 9th AF based at Giebelstadt, Germany in April 1945. This machine is natural metal overall with an OD anti-dazzle panel and it features a red cowl front and band around the vertical tail.



They're all blue to me guy! Another selection of glossy Sea Blue carrier based Corsairs is offered on 48-254

The one and a half sheets in this set contain enough markings, stencilling and national insignia for three options.

The final sheet is one of those odd 'all-white' examples as it deals with a USN type. Numbered 48-254 the sheet is entitled 'Carrier Based Corsairs Pt. 2' and there are seven options on the sheet, all of which feature the overall Glossy Sea Blue colour scheme. The options are;

- 1. F4U-4 of VF-89 on USS Antietam (CV-36) in July 1945.
- 2. F4U-1C of VBF-99 on USS Shangri-La (CV-38) in July 1945.
- 3. F4U-1D of VBF-88 on USS Yorktown (CV-10) in July 1945.
- 4. F4U-4 on USS Lake Champlain (CV-9) in June 1945.
- 5. F4U-1D on USS Bennington (CV-20) in July 1945.
- 6. F4U-4 of VF-10 on USS Intrepid (CV-11) in August 1945.
- 7. F4U-1D on USS Yorktown (CV-10) in the summer of 1945.



All of these machines are the same overall scheme but feature individual numbers and squadron/carrier identification marks and letters in white.

The set consists of one full size and two small sheets and there are sufficient

national insignia to make two options up from it.

Overall, although after you have seen one glossy blue Corsair you have seen them all, these sheets are to be highly recommended. Each sheet is well up to

the high standards we have all become accustomed to from AeroMaster and I am sure that each sheet will be of interest if the topic is in your field of expertise.

My thanks to AeroMaster for the review samples. The price of each sheet

featured is as follows;

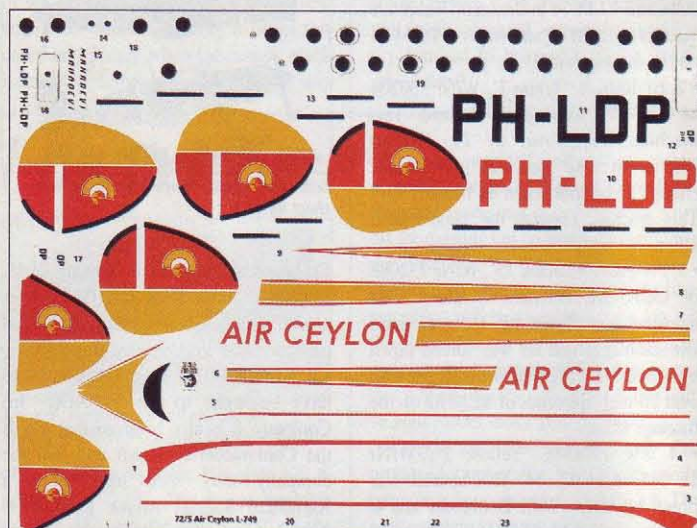
48-133	£4.95	48-221	£7.75
48-223	£7.75	48-250	£4.95
48-254	£4.95		

The UK importer for the entire AeroMaster range is H.G.Hannant Ltd.

## Classic Connie from Cloudmaster

The last time I reviewed some decals from Cloud Master was the 'BOAC at war' sheet (See Vol 2 Iss 3 Page 151) and so it was nice to receive their latest offering.

Offered in 1/72nd scale this sheet, number 72/5, is for the ever beautiful Constellation and the colour scheme it offers is for an Air Ceylon machine. Using the Heller kit as a basis this new sheet will allow you to create a very colourful and impressive model. The aircraft, H-LDP, is Light Grey (FS16440) on top and bare metal underneath. The lower wings feature black panels behind each engine nacelle and the entire upper decking of the fuselage is gloss white. Onto this go the decals, a yellow tapering (front and back) cheat line which is edged in white and red. The tailplates are red (front) and yellow (rudder). If that does not sound good enough the lower section of white on the fuselage is bordered with a red cheatline and the aircraft registration numbers are carried in black (underneath) and red (on top). The instruction sheet does point out



The new and very colourful sheet from Cloud Master for an Air Ceylon Constellation

that the position of the windows and doors on the Heller kit are incorrect and so new decal windows and doors are included. I

personally would photocopy the decal sheet, use it as a guide to create a pattern and then use this to redrill the windows

and re-scribe the doors. This is a personal point however and I am sure the decals will work just as well.

The decals are nice and glossy and they look very thin. The carrier film is visible, but trimming it up will not be too much of a chore. My only point of criticism, if that is what it really is, is that the red of the tail unit decals is uneven in the way that paint applied to a model which has not been washed clear of releasing agent is. In this I mean that little 'points' of white (backing paper) are visible and once on the model I suspect you may have to touch these marks up. Now this may just be something that has happened on my example, so I would check before buying.

Overall this is a large (A4 sized) decal sheet which is very colourful and will I am sure result in a spectacular looking Connie.

My thanks to Cloud Master (Dutch Decals) for the review samples. This sheet is highly recommended and it and all other sheets in the range can be obtained from the UK importer, H.G.Hannant Ltd. Check their advert for details.

## New Intech Book/Decal Combination

Having already had a look at the first two decal and book combinations from InTech (See Vol 2 Iss 6 Pages 347-8) I am glad to say that the latest edition has reached us from The Turntable hobby shop.



The excellent booklet that accompanies the new decal sheet from InTech

This new set, which is simply numbered '3', is for the aircraft which are preserved in the Polish Aviation Museum at Krakow. There are nine options on the decal sheet and they are;

- 1. Lim-2SB, 'Red 2004' from the 1st Sqn of the 7th Special Duty Air regiment,

Polish Navy based at Siemowice in 1990. This machine is in a camouflage scheme of three shades of green over Light Blue

- 2. Lim-2SB, 'Red 018' of the 2nd flight, 1st Sqn, 7th Special Duty Air regiment, Polish Navy in 1990. This whole aircraft is painted in white emulsion and that why it is known as the 'White Lady'.

- 3. TS-11 Iskra from the 2nd flight, 1st Sqn of the 7th Special Duty Air regiment, Polish Navy in 1993. This machine was finished in an experimental scheme of blue (close to FS 15182) over Light Grey (FS 36628).

- 4. Su-22M4 'Red 7411' of the 6th Fighter-Bomber Air regiment based at Pila in 1995. This machine is Light Green (FS 34138), Dark Olive Green (FS 33070), Ochre (FS 20219) and Purple Brown (FS 30160) over Light Blue (FS 24151).

- 5. Mil-8 'White 525' of the 251st Air Cavalry Regiment based at Leczyca in 1995. This helicopter is Grey (FS 35237), Grey-Olive (FS 34258) and Sand-Grey (FS 36360) over Grey-Blue (FS 25488/35526).

- 6. MiG-17 'White 602' from the 37th Transport Helicopter Regiment based at Leczyca in 1992. This machine is camouflaged in the same way as the Mil-8.

- 7. MiG-21US 'Red 5710' of the 62nd Fighter Air regiment based at Poznań-

Krzyszyn in 1992. This machine is natural aluminium overall.

- 8. TS-11 Iskra bis D, 'Red 111' from the disbanded 3rd Training-Fighter Air Regiment at Bydgoszcz in 1990. This aircraft is natural aluminium over with grey anti-dazzle panels and a dark red fin tip.

- 9. MiG-21bis, 'Red 8905' from the 1st Fighter Squadron of the Polish Navy based at Babie Doly in July 1995. This

by Jaroslaw Wróbel (think of the signature on all the Polish monograph books!) and is most impressive.

Overall this is another great book and decal combination set. The booklet adds a greater depth of information than you usually find with decal sheets and there are a couple of photographs of each of the types offered contained within the pages of the booklet.

At £3.99 (£4.50 inc P&P) the set is well worth considering. I should point out that all InTech decal/book sets are limited to just 5,000 worldwide and that some are



The decal sheet from InTech includes aircraft which are currently displayed at the Polish Aviation Museum, as well as some which are currently in service

machine is depicted in a special airshow colour scheme to celebrate the 75th anniversary of the Polish Navy. It is natural aluminium overall but the extreme nose cone is green with a red nose onto which has been painted a large eagle's head. This artwork was specially created

already out of print (Polish Army No's 1 & 2). So if you want a copy it is better to buy now, than regret it later. All InTech products are available from The Turntable hobby shop.

My thanks to The Turntable for the review sample.



# New 'Special' from AeroMaster

It has not been that long since the last special booklet and decal set was released by AeroMaster (Aces of the Rising Sun) so it is amazing to see another title of a similar level of research to be available so soon.

This new book and decal set is entitled 'Battle of Britain Special' and it is currently only available in 1/48th scale. The set comprises a fourteen page booklet, nine of which are in full colour. There are also three full-size sheets of individual markings, one of British roundels and two 1/4 sized stencil sheets for the Bf 109E and Spitfire. There are no fewer than twenty options in this set, eight being British and the rest being Luftwaffe types. The options therefore are;

- 1. Spitfire Mk I 'LO-A', L1027 of 602 Sqn based at Westhampnett in August 1940. This machine was painted Dark Green and Dark Earth in the Type A pattern scheme over Sky.
- 2. Spitfire Mk I 'FY-N', X5253 of 611 Sqn based at Digby in November 1940. This machine was painted in the Type B pattern scheme and it was flown by P/O. W.Duncan Smith DSO & bar, DFC & bar.
- 3. Spitfire Mk I 'QJ-WII', N3093 of 616 Sqn in June 1940. This machine was flown by F/L. Gilliam and was finished in

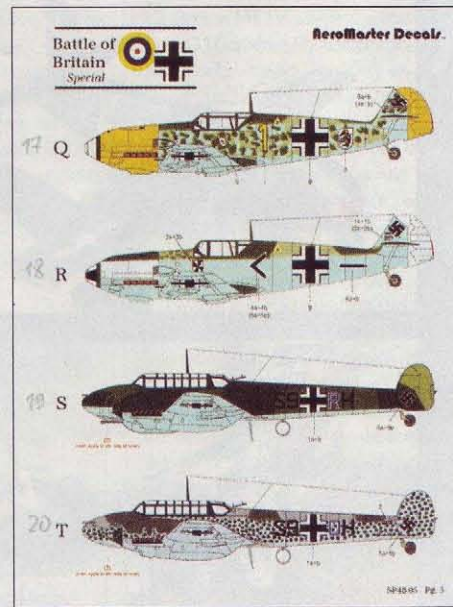
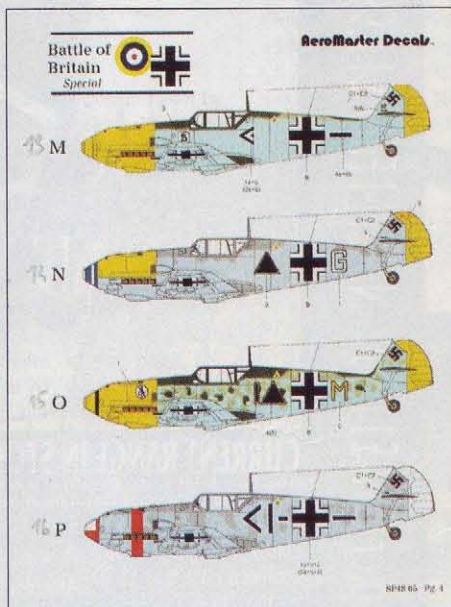
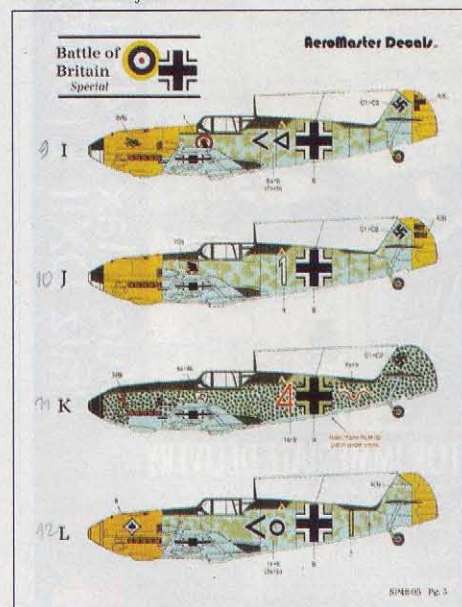
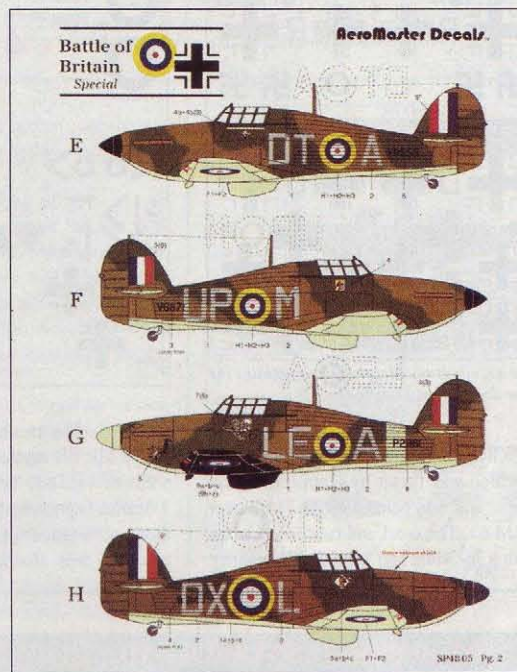
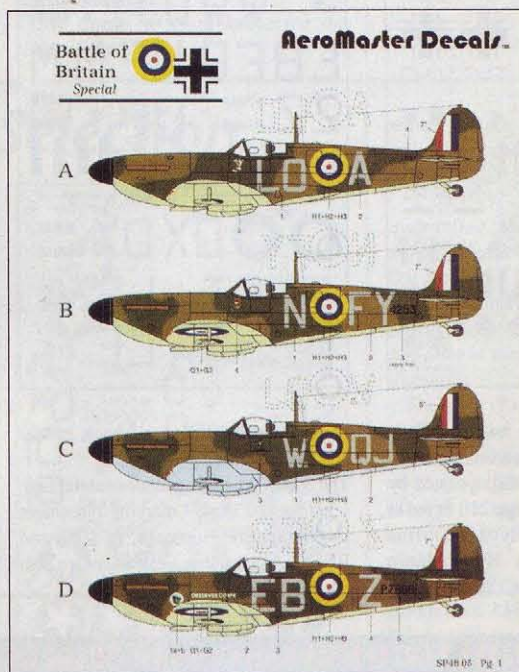
machine is finished in the Type B pattern scheme.

- 7. Hurricane Mk I, 'LE-A', P2691 of 242 Sqn based at Duxford in December 1940. This machine was flown by P/O. W. McKnight DFC & bar. This aircraft is

- 10. Bf 109E 'White 1' of 4/JG 54, France, October 1940. This machine was flown by Oblt. Hans Philipp and it is painted in the same scheme as option 9.
- 11. Bf 109E 'Red 4' flown by Uttz Georg Hippel of 8/JG 2, France,

- 14. Bf 109E, W/Nr 6313 of 4/JG 2 in November 1940. This machine was flown by Uffz. Paul Wacker and it is painted RLM 76 overall with a splinter pattern of RLM 75 on the upper wings and fuselage spine. The upper nose cowl and rudder are yellow.
- 15. Bf 109E, W/Nr 3726 of 6/LG 2 in October 1940. This machine is RLM

The excellent booklet that accompanies the new decal sheet from InTech



the Type B pattern scheme.

- 4. Spitfire Mk II 'EB-Z', P7666 of 41 Sqn in November 1940. This machine was finished in the Type B pattern scheme.
- 5. Hurricane Mk I, 'DT-A', V6555 flown by Sqn Ldr. R.S.Tuck DSO, DFC & bar. This machine is finished in the Type B pattern scheme. Note that this is not Tuck's more widely known machine (V6864), but an earlier machine.
- 6. Hurricane Mk I, 'UP-M', V6879 of 605 Sqn based at Croyden in October 1940. This machine was flown by Sqn Ldr. A.McKellar DSO, DFC & bar. This

finished in the Type B pattern scheme.

- 8. Hurricane Mk I, 'DX-L', W9145 of 245 Sqn based at Aldergrove in November 1940. This machine was flown by Sqn.Ldr. J.Simpson DFC. The aircraft is finished in the Type B pattern scheme.
- 9. Bf 109E of I/JG 3, France, September 1940. This aircraft was flown by Hptn. Hans von Hahn and it was painted RLM 71/02 over RLM 65 with a mottle of RLM 02 on the fuselage sides and tail. The rudder and nose are RLM 04 and the spinner is half and half white and RLM 70.

September 1940. This machine is RLM 71/02 over RLM 65 and the fuselage sides are covered in a dense application of RLM 71 in 'spots'.

- 12. Bf 109E of III/JG 53, France, December 1940. This machine was flown by Oblt. Friedrich-Karl Muller and it was painted in the same scheme as option 9.
- 13. Bf 109E, W/Nr 1190 of II/JG 26, France, October 1940. This aircraft was flown by Hptn. Karl Ebinhausen and it was finished in a similar scheme to option 9 although this aircraft has no mottle on the fuselage sides.

71/02 over RLM 65 with a mottle of RLM 71 and 02 on the fuselage sides and a yellow (RLM 04) nose and rudder.

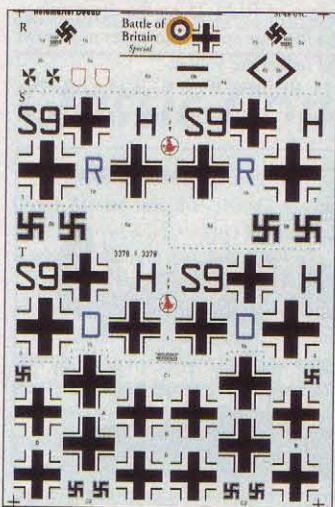
- 16. Bf 109E, W/Nr 5375 of Stab JG 53 in September 1940. This aircraft was flown by Hptn. Wilhelm Meyerweissflog. This machine is in the same scheme as option 14 although there is a light mottle of RLM 75 on the fuselage sides.
- 17. Bf 109E, W/Nr 5057, St.Kap.6/JG 51 based at Mardyck, Belgium in October 1940. This aircraft was flown by Oblt. Josef 'Pips' Priller and it was painted RLM 71/02 over RLM 65 with a mottle



## Decals

of 02 and 71 on the fuselage sides and tail. The engine cowl and rudder are yellow and the spinner is white.

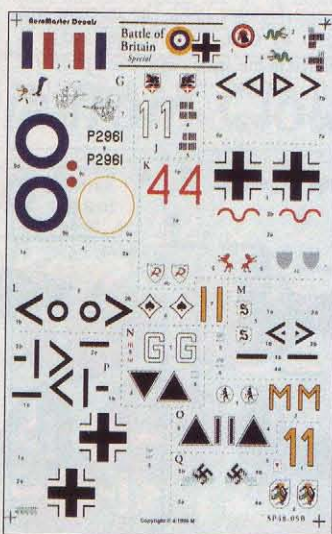
- 18. Bf 109E, W/Nr. 5057 operated by



*The excellent booklet that accompanies the new decal sheet from InTech*

II/JG 3, France, September 1940. This machine was flown by Hptn. Franz von Werra and was painted RLM 71/02 over RLM 65. The cowl and rudder are white with a 3/4 white and 1/4 RLM 70 spinner.

• 19. Bf 110C-6 'S9+RH' operated by 1 Staffel/Erprobungsgruppe 210 based at Denain, France in July 1940. This aircraft is RLM 70/71 in a splinter pattern over



RLM 65. The machine was also fitted with a Mk 101 cannon in a ventral tray.

- 20. Bf 110D-3, 'S9+DH' operated by 1 Staffel/Erprobungsgruppe 210 based at Denain, France in July 1940. This machine was flown by Hptn. Martin

Lutz and it was painted RLM 74/75 in a splinter pattern over RLM 76. The spinner are RLM 70 and there is a dense mottle of this colour on the fuselage and

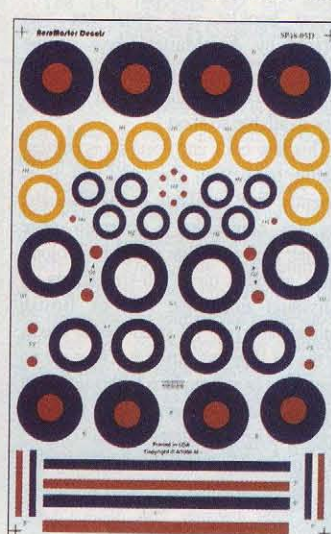


engine nacelle sides and each rudder end plate.

The rest of the book contains camouflage schemes and stencil marking placement for the Spitfire, Hurricane, Bf 109E and Bf 110. All of these illustrations are also

in colour

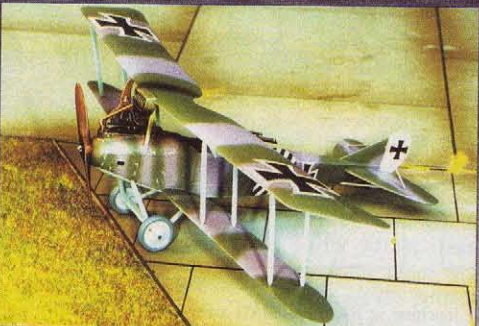
Overall this is a superb product and although I would have preferred a booklet for each side, so we could have more



RAF options, I feel most people with a liking for the Battle of Britain will be only too please to add this to their collection.

The entire package costs just £15.50 and that is not bad for four full sized decal sheets, two sets of stencilling and a large

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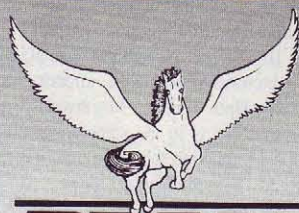
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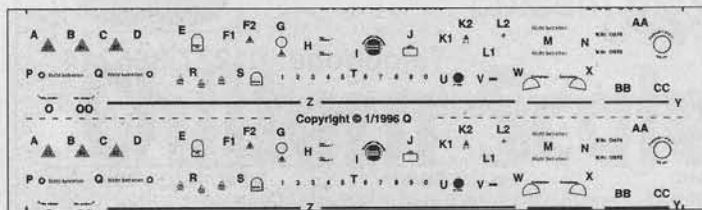
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# PEGASUS





colourful instruction booklet. This and all other AeroMaster products can be obtained from their UK importer,

H.G.Hannant Ltd.

My thanks to AeroMaster for the review sample.



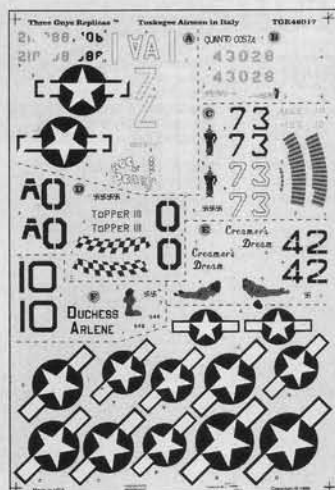
The excellent booklet that accompanies the new decal sheet from InTech

## Three Guy's Selection

This month there are four new decal sheets from this American firm, three in 1/48th and a single offering in 1/72nd.

I will start with the 1/72nd scale sheet first. This is number 72011, it is entitled 'Tuskegee Airman in Italy' and there are six options on it. The options are;

- 1. P-40L-15-CU Warhawk, 42-10888 'Ace of Pearls' flown by 1st Lt. Herman 'Ace' Lawson of the 99th Fighter Squadron (FS) attached to the 79th Fighter Group (FG), 12th Air Force based at Madna, Italy in December 1943. This machine is Sand and Dark Earth over Azure Blue with a red spinner and 15" wide yellow bands above and below the wings.
- 2. P-39Q-20-BE, 44-3028 'Quanto Cosa' flown by 1st Lt. Samuel Curtiss of the 100th FS, 332nd FG, 12th AF based at Capodichino, Italy in May 1944. This machine is Olive Drab over Neutral Grey with a red spinner.



Having offered it in 1/72nd scale, the Tuskegee Airman sheet also comes in 1/48th scale (48017)

engine cowl.

- 5. P-51D 'Creamer's Dream' flown by 1st Lt. Charles White of the 302nd FS, 332nd FG, 15th AF, based at Ramitelli, Italy in 1945. This machine is in the same scheme as option three although a section of the rear fuselage by the tail and the forward cowl just aft of the spinner are also red.

- 6. P-51D-15-NA, 44-15648 "Duchess Arlene", flown by 1st Lt. Robert W. Williams of the 100th FS, 332nd FG, 15th AF, based at Ramitelli, Italy in March 1945. This machine is in the same scheme as option five, although there is an additional section of red on either side of the nose leading off from the area behind the spinner.

The sheet does not include stencilling but there are enough national insignia for five of the six options and the sheet also contains wing and tail 15" yellow bands.

The first offering in 1/48th scale is for the Tigercat in its F7F-3 version. Numbered 48016 the sheet offers markings for two machines. These are;

- 1. F7F-3, BuNo 80405 assigned to the Marine Fighter Squadron, VMF-312, based at MCAS El Toro, California during 1946. This machine is Glossy Sea Blue overall with Willow Green instrument trainer bands around each wing, engine nacelle and the fuselage. These bands are edged in white and are supplied as decals with the exception of the engines which will have to be pre-

painted before the green decals are applied. All codes on this machine are yellow.

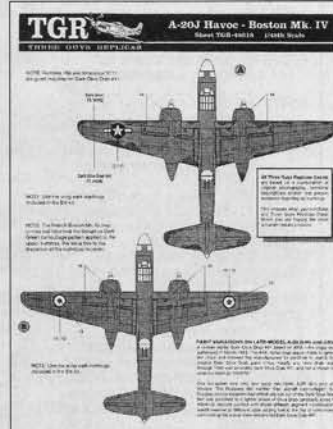
- 2. F7F-3, BuNo 80524 of an unidentified Marine unit which was photographed at MCAS Miramar in 1946. This aircraft is Glossy Sea Blue overall with yellow markings and codes.

This set includes no stencilling other than a set of manufacturers logos for the propellers.

Sheet 48017 is just a scaled up version of the 1/72nd scale example of the Tuskegee Airman in Italy (72011) and it offers all six options on that smaller sheet, although the number of national insignia is reduced to sufficient for only three machines

Having only just made the excellent A-20J kit from AMT (See Vol 2 Iss 8 Pages 461 & 462), I was impressed to see this new sheet for the type. The sheet, number TGR-48018 is entitled 'A-20J Havoc - Boston Mk IV' and there are two options offered on it. These options are;

- 1. A-20J S/No 43-9913 'Maxine' which was operated by the 646th Bomb Squadron, 410th Bomb Group in mid-July 1944 and it was flown by the Squadron's commander. It is painted



The excellent new A-20J/Boston Mk IV sheet from Three Guys Replicas (48018) features an USAAF and Free French AF example

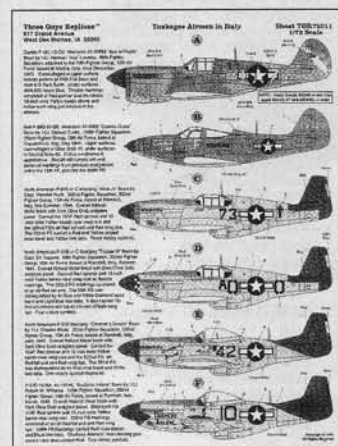
stripes on the rear portion of the rudder also.

- 2. Boston Mk IV which was operated by No 343 (Lorraine) Squadron, Free French Air Force based at Viry-en-Artois, France in 1945. This machine is in the same overall colours as the first option but it does not seem to have had the Dark Green patches on the wings and vertical tail. Being a Free French operated machine it does feature French roundels and a red, white, blue tail stripe which covers the entire rudder - COR!

Overall this is an excellent sheet and its instruction sheet does include a very interesting piece of information in regard to the use of a lighter shade of Olive Drab 41 on A-20G/H's and J/K's after 1943. As the first option is also the one featured in the AMT kit I assume they are more accurate as well as being easier to work with. You will have to use the walkway markings from the AMT kit, as they are not included on this sheet. The inclusion of the French example is inspired and now I have the sheet, so am I... Off to get an A-20J I think!

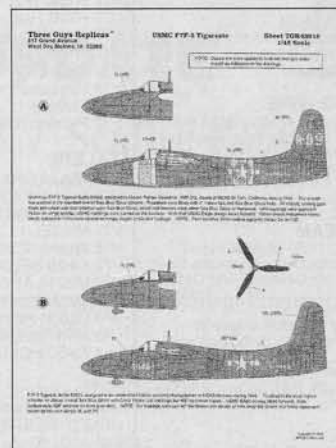
All of the sheets are well produced and you should have little trouble applying them. They will react well to MICRO Sol and Set solutions and now AeroMaster have reduced the potency of their decal solvent I am sure AERO Set and Sol would be alright also. Each of the sheets featured cost £4.95, which is very reasonable. These and all other Three Guys decals are imported by H.G.Hannant Ltd.

My thanks to Hannants for the review sample.



'Tuskegee Airmen' seem all the rage with decal manufacturers of late. This new 1/72nd sheet from Three Guys Replicas is well worth considering as it offers lots (6) of options

- 3. P-51B or C, 'Alice Jo' flown by Capt. Wendell Pruitt of the 302nd FS, 332nd FG, 15th AF, based at Ramitelli, Italy in 1944. This machine is natural metal overall with a Dark Olive Drab anti-dazzle panel on the upper nose. The entire tail area is red as is the spinner.
- 4. P-51B or C, 'Topper III' flown by Capt. Ed Toppins of the 99th FS, 332nd FG, 15th AF based at Ramitelli, Italy in the Summer of 1944. This machine is in the same scheme as option 3 although it features a blue and white checked forward



If you have an AMT Tigercat (and who does not!) you may like some different markings. Although not the most inspired schemes in the world (as most Tigercats were Sea Blue overall) this new selection from Three Guys (48016) is well worth looking out for

Olive Drab 41 over Neutral Grey and the leading edge of the rudder and each wing features patches of Dark Green (FS 34092). The machine carries invasion stripes around the fuselage. Coded 8U-A, this machine carried black and white





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## RON'S RESINS

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1/72

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- 00972 As above but with flat top to the cowl.....£4.50
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1/32

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## NEWS UPDATE



### **Airfix Spitfire F22/24 07105 / Seafire F46/47 07106**

The launch of these two kits is a major milestone in the proud history of Airfix.

Demand by enthusiasts is growing. It is quite clear that no other kit ever released by the company has attracted so much enthusiasm and expectation as these two.

Frank Martin, Humbrols Chief Executive, remarked.

"We can't wait to get them out into the trade. Trevor Snowden, our Research and Development Engineer has just returned from Korea with the first test shots and first impressions are fantastic. The quality and fit of the kit is excellent. I believe these kits will be the subject of a lot of modellers projects this winter".

The Spitfire will consist of 90 parts with 3 decal options. The Mk 22 features 73 Sqn. Ta Kali Malta Grey/Green upper and Medium Sea Grey lower, and also 603 Sqn. City of Edinburgh an all Silver machine.

The Seafire is Extra Dark Sea Grey/Sky scheme with identification stripes on the Mk. 47. Consisting of 113 parts and folding wings. Availability is expected around Mid/Late September with a retail price of £13.99.

### **Airfix Autogyro Kit No. 04401**

Airfix are pleased to announce the imminent release of another of their all time classic kits.

The "James Bond Autogyro", affectionately known as "Little Nellie", will be available in October as a Limited Edition. It is most famous for its exploits in the Bond movie, "You Only Live Twice" in battle against 'Spectre' helicopters. The box art on the front depicts a scene from the film. Decals are also included to build a British Army version.

Frank Martin, Humbrols Chief Executive commented.

"The kit is one of the most sought after within the Airfix range, judging by the number of enquiries we have received. Its collectability will appeal to a wide range of customers worldwide, not just to those who make models."

Available from all good Airfix stockists from the beginning of October, retail price £8.29.



While the Russian Navy celebrates its three-hundredth birthday, its Naval Air Arm, the 'Aviatsiya Voenno-Morskovo Flota' (AV-MF) looks back to a long and proud history. For it was formed in 1913 providing a considerable contribution to the Russian effort during World War One, and played a key role during the October 1917 revolution.



© Richard J. Caruana

# Russian Naval Air Power

In the ensuing years of peace the naval air arm was limited to coastal patrol and defence, and continued to be regarded as the Cinderella of Soviet air power even after World War Two. While Stalin dreamt of upgrading the AV-MF to the status enjoyed by US Naval Aviation, Khrushchev retained the status quo and actually cut down on the fighter element, concentrating its efforts on long-range patrol aircraft.

It was probably the Cuban missile crisis, more than anything else, which brought out the deficiency of Soviet naval air power, when it was found that it could not wield any muscle in face of the powerful show of strength put up by the United States and its aircraft-carriers. The first concrete move forward was the introduction of the Kamov Ka-25 anti-submarine helicopter (NATO code-named 'Hormone') on the 'Kresta'-class cruisers until the arrival of the first 'cruiser-carriers' in the form of the 'Moskva' and 'Leningrad' in 1967.

A true carrier, operating fixed-wing state-of-the-art aircraft was still a dream which had to wait well into the early '70s when the first of the 'Kiev'-class aircraft-carriers was laid down. However, work on the aircraft that were to be deployed on this new class of vessels had started way back in the mid '60s. In fact, Soviet thinking in this sphere was concentrated at producing a ship-board aircraft with vertical take-off and landing (VTOL) capabilities. In this way compact aircraft-carriers could be built which would be easy to maintain and economical to operate.

The first move in this direction was publicly demonstrated at the 1967 Soviet Aviation Day display at Domodedovo where a pair of unusual aircraft were on show. Code-named 'Freehand', these were the first pair from a short-run series of development aircraft, eventually officially announced as the Yak-36. During that display, one of the aircraft carrying code '37' was put through its paces by V.G. Mukhin, a pilot which had previously been closely connected with other Yak types such as the Yak-32 and Yak-40. The aircraft showed its ability to take-off and land vertically and to hover under complete control.

Yak-36 carrying code number '38' was also observed at the show, carrying a pair of 16-rocket unguided missile pods under the wings. 'Freehand' was preceded by the 'Turbolet', the Russian version of the Rolls-Royce 'Flying Bedstead'. This was a wingless engine-testing rig which was flown by a number of pilots during its development period, including Kvashnin, Lipshyn and Rafaelyants. Technological

On October 16, 1696, Tsar Peter the Great of Russia signed a decree commissioning the construction of the first naval vessels for his country. This has become accepted as the official date of birth of the Russian Navy, which this year celebrates its tercentury. As part of these celebrations, the Russian Navy is flying the flag in several countries, and when its pride, the aircraft-carrier 'Admiral Nikolai Kuznetsov', stopped outside Malta's Grand Harbour for just over 30 hours, Richard J. Caruana was among the handful of journalists allowed on board.



Yak-38, coded "14", approaches the "Kiev" aircraft carrier at the hover. These aircraft were pure VTOL aircraft and could not perform short-take-offs or landings. Note the open dorsal hatch showing the pair of vertically mounted lift engines. Photo: RJ Caruana Archives

knowledge gained on this rig served to produce the Yak-36, which was a single-seat mid-wing monoplane with a clipped-delta wing of some 5° anhedral and an all-swept tail. The fuselage had a broad-section monocoque front half which tapered to what greatly resembled a Yak-25 rear fuselage, complete with vertical and horizontal tail surfaces, though the latter were positioned much higher.

testing a single engine, the one which was eventually to power the Yak-38 – but more about that later. Puffer-pipe stabilisation nozzles were located in an extended nose boom, at the tail and at each wingtip. Undercarriage arrangement of the Yak-36 followed very closely that of the much more advanced Kestrel (eventually Harrier), then also under development.

At the time of its debut at Domodedovo



The MiG-29K during trials on the Soviet carrier "Tbilisi". This navalised version presented a number of changes, including folding wings. Photo: RJ Caruana Archives

Originally it was believed that the Yak-36 was powered by a pair of engines, built into the broad front fuselage side by side. However, judging by the length of the engine and position of the large-diameter vector-thrust nozzles it is more likely that this small series of aircraft were flight-

it was believed that the Yak-36 was going to be fully developed into a shipboard fighter but it turned out that no more than some ten examples were produced. This type must be credited with the exhaustive trials from a specially-built platform on the 'Moskva' thus garnering experience and

data which was embodied into the first VTOL aircraft to enter service with any naval air arm.

## The Yak-38

For a long time, the Yak-38 'Forger' had been mis-identified in the West as the Yak-36 and – readers be warned – this is the way it is usually referred to in older magazines and books. The type was first noticed when

the 'Kiev' passed through the Bosphorus into the Mediterranean in July, 1976. It was evident that the 'Forger' was a specially designed aircraft for carrier operations. Both the 'Kiev' and the 'Forger' took the West by surprise and placed Soviet Naval Aviation on a new footing, one which was a far cry from the previous concept of offshore patrol and home defence. Suffice it to say that the 'Forger' enjoyed a four-year lead over its colleague, the Sea Harrier, in naval operations.

To begin with, the 'Forger' had practically nothing in common with the previous Yak-36, except possibly, power-plant development. As an aircraft, the Yak-38 embodied some shipboard concepts which the Yak-36 lacked, first of which was a radical change in undercarriage design permitting the wings to be folded, thus enabling it to be operated from small deck cruisers which had been previously equipped with helicopter lifts. Another departure concerned the lifting device; in the case of the Yak-38 the main vectored-nozzle engine was augmented by two small lift-only engines fitted just aft of the cockpit.

The main power-plant is today thought to have been a modified version of the R-27W-300. A mid-fuselage position for the wing can be judged as somewhat unusual as it must have meant unnecessarily heavy frames around the engine to take the weight of the wings. However the conventional undercarriage has permitted the wings to remain free from any balancers at the wingtips and permitted a folding outer wing panel.

One immediate fault which was identified in the 'Forger' was its inability to perform STOL operations. It was strictly limited to its VTOL role, although it was claimed that it could carry a higher payload than the Sea Harrier in this mode. On the credit side, speeds of Mach 1.05 have been recorded by radar but it seems to compare poorly to the Sea Harrier in manoeuvrability. With knowledge gained since its introduction in service, the 'Forger' would appear to have created little problem to NATO aircraft in case of a conflict as it suffered poorly in range and certain other limitations, one of the most serious being the lack of all-weather operational capability.

## Biggest ship in the Navy

In the early 'eighties flight testing of navalised versions of MiG-29s, Su-27s and Su-25s were being observed. This meant that a new series of Soviet aircraft-carriers must be in an advanced stage, carriers which would now rely on fixed wing,





Underbelly detail of the Su-27K showing the mass of AAMs fitted and the tail hook

Photo: RJ Caruana



One of two Sukhoi Su-27Ks which carried an eagle motif on their fin was "60", shown here. Apart from this marking this particular aircraft was one of the few which carried the manufacturer's logo

Photo: RJ Caruana



Sukhoi Su-27K with buzz number "87" showing off some interesting detail, including the modifiedIRST ball in front of the cockpit, the retractable in-flight refuelling probe and the lack of mud-guards on the nosewheel unit as compared to its land-based counterpart

Photo: RJ Caruana



Main undercarriage detail. The main leg is in light blue-grey while the interior of the wheel well is in red. Wheel hubs are dark green

Photo: RJ Caruana



Su-27Ks "84", "85" and "87" on deck. The pair on the left are parked under the island while "84" is at readiness on the angled deck

Photo: RJ Caruana



Sukhoi Su-UTG with side number "11" fitted with only the inboard pylons. Apart from the normal markings for its type this aircraft carried an additional pair which are probably related to the Russian Navy's 300th Anniversary see colour art pages for details

Photo: RJ Caruana



Sukhoi Su-27Ks bearing numbers "82" and "86". Note the folded horizontal tail surfaces

Photo: RJ Caruana



Sukhoi Su-27K "84" which was fully armed and parked at readiness on the angled deck. Note the gun port and cooling gills on the wing-to-fuselage fairing

Photo: RJ Caruana

conventional state-of-the-art aircraft for their operations as opposed to the 'Kiev'-class which exclusively operated VTOL aircraft. By 1984 satellite pictures began to reveal a large carrier being built at Nikolaev. At that stage the tonnage of the ship was overestimated by some 20%, but it still turned out to be a massive vessel when it started its qualification trials in November of 1989. Originally projected with the name 'Brezhnev', its name was changed to 'Kremlin' during construction and finally to 'Tbilisi' at the time of its launch. It was commissioned in 1991.

With a displacement of 58,500 tonnes, the 'Tbilisi' was (and still is) the biggest ship in the Soviet Navy. At 70metres wide and 306metres long its is only about 30metres short of the USS 'America',

which was the first of the American 'super-carriers'. Its deck is of the traditional type, far different from anything which Russian had produced up to then. In fact, it follows the conventional style of an angled deck (offset 5.5° to port) which is some 250metres long with a width of 25metres. This can be used for both take-off and landing, and for the latter operation it is fitted with four arrestor wires, some 15metres apart. The superstructure island is flanked by a deck-edge elevator on either side. A large deck park further aft can take at least nine aircraft in addition to those



The "Admiral Kuznetsov" showing off its pronounced 'ski-jump' bow

Photo: Russian Navy

carried internally. The bow of the carrier is characterised by a 12° ski-ramp which is used for take-offs. It is claimed that this aircraft-carrier can take up to 60 aircraft. Unlike most traditional carriers which



Su-27Ks "82" and "86" share a very brief moment of sunshine during our visit which was characterised by very high winds and covered sky

Photo: RJ Caruana



Cockpit interior of the Su-33, close cousin of the Su-27K which gives an idea of the layout

Photo: RJ Caruana



A view of the ski-jump from the bridge showing one of the Sukhois at readiness

Photo: RJ Caruana



Sukhoi Su-27K "60" parked in front of the carrier's island. Note the mass of aerals in the background

Photo: RJ Caruana



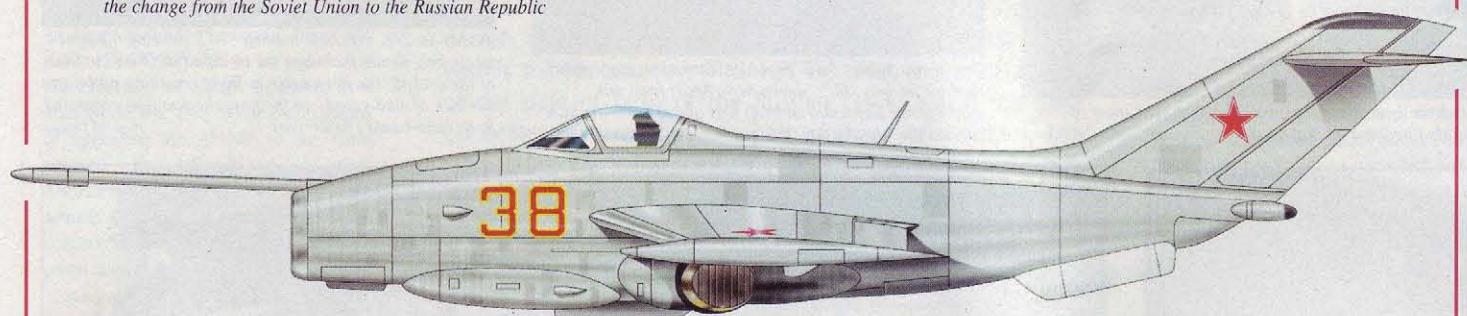


# THE SOVIET NAVY 1960-1992

Colour Art: © Richard J. Caruana

(No Common Scale)

Above: The Soviet Navy pennant which remained in use until the change from the Soviet Union to the Russian Republic



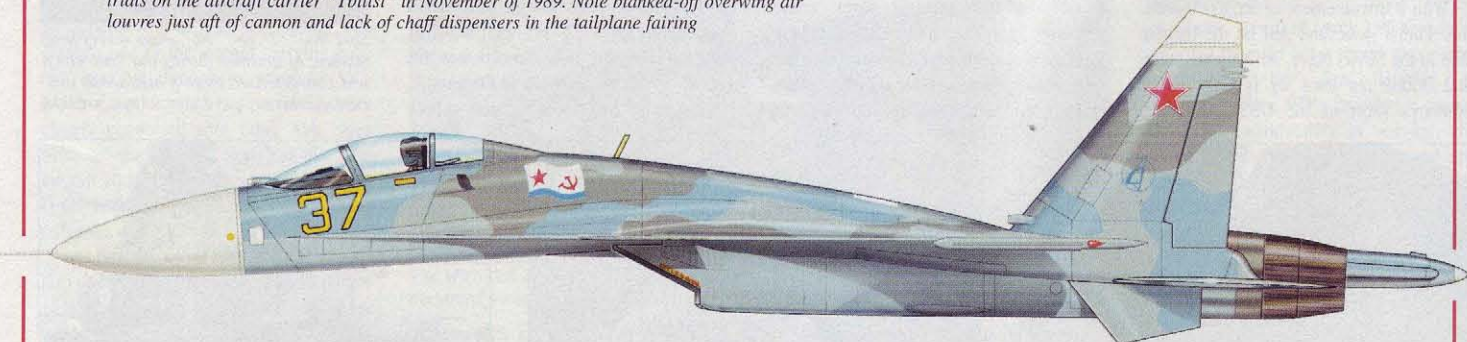
Above: Yak-36, "38", NATO code-name "Freehand", as seen at the Air Display at Domodedovo in 1967. At first believed to be a fully operational fighter type for the Soviet Navy, it later transpired that it was one of about ten test-beds for VTOL engine design



Above: Yak-38, "21", NATO code-name "Forger, in its final form as operated on Soviet carriers including the "Kiev", "Minsk", "Baku" and "Karkov". It is believed that these aircraft carried codes ranging between "04" and "32"



Above: MiG-29K, "311", a navalised "Fulcrum", which had folding wings, modified undercarriage and arrestor gear. This aircraft began its trials in 1984 followed by sea trials on the aircraft carrier "Tbilisi" in November of 1989. Note blanked-off overwing air louvres just aft of cannon and lack of chaff dispensers in the tailplane fairing



Above: Standard navalised Sukhoi Su-27K, "37", NATO code-name "Flanker", in full Soviet Navy markings as operated on the carrier "Tbilisi". Though fully navalised, these aircraft lacked certain items during their initial service days, including the air-to-air refuelling boom on the port side of the nose

Sheet 1 of 3



# Aircraft of the „Кузнецов“ 1



Above: Sukhoi Su-25UTG, "11" code-named "Frogfoot", in the two-tone upper scheme. Note the number of markings, in particular a special white logo (below left) and a 3rd centenary celebration badge (below) on the intake. Also visible is the Bear motif (carried on the port side only) and the Romanoff Eagle of Tsarist inspiration on the fin



Above: The Romanoff double-headed Eagle which appears on both sides of the fin on Su-25UTGs



Above: Typical plan view of Su-25UTGs showing the two-tone upper surface pattern

Colour Art: © Richard J. Caruana



Above: Grizzly-bear emblem, symbol of the Ulan Ude factory in Siberia where the Su-25 is built. Carried on port side only



Below: Sukhoi Su-25UTG, "08", Frogfoot starboard view. This aircraft carries the bear emblem on the port side but not the other two special markings on the intake shown on example "11"

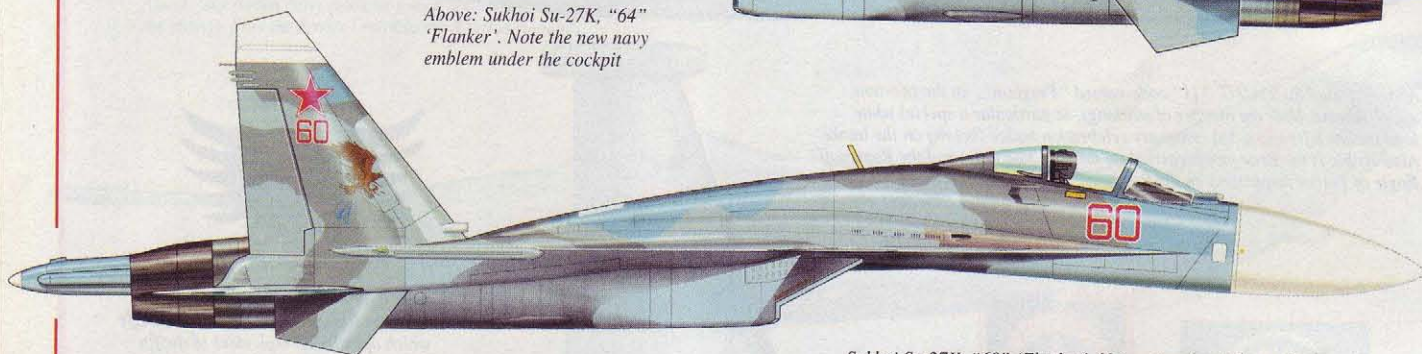
Sheet 2 of 3



# Aircraft of the „Кузнецов“ 2



Above: Sukhoi Su-27K, "64" 'Flanker'. Note the new navy emblem under the cockpit



Sukhoi Su-27K, "60" 'Flanker'. Note natural metal panel on starboard fin (inner and outer faces) and Eagle motif which faces forward both sides



Right: Eagle motif detail, seen on 'Flankers' "60" and "65" only

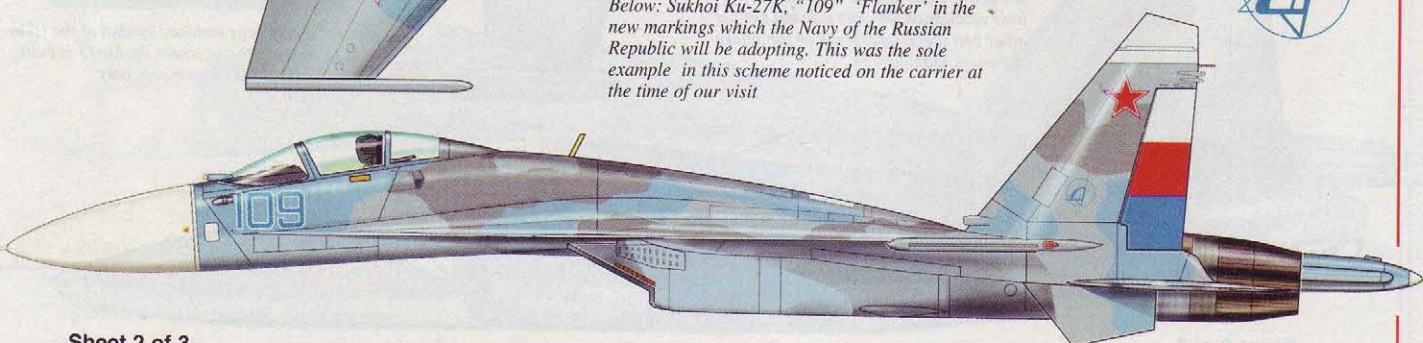


Typical upper plan view of a Su-27K three-tone camouflage pattern. Note the wing and elevator fold lines

Sukhoi Logo carried on the fin of a number of Su-27Ks on the Kuznetsov



Below: Sukhoi Ku-27K, "109" 'Flanker' in the new markings which the Navy of the Russian Republic will be adopting. This was the sole example in this scheme noticed on the carrier at the time of our visit





operate conventional aircraft, the 'Tbilisi' was not fitted with catapults, and you'll soon see why!

## MiG vs Sukhoi

It was a Su-27 which made the first touch-down on 'Tbilisi' piloted by Victor Pugachev, carrying code number '39' on its nose. It immediately became apparent that this version of the 'Flanker' was different from its land-based cousin. The most obvious external difference was the presence of canards or foreplanes just ahead of the wing leading edge to fuselage chine joint. These canards enable the 'Flanker' to approach the carrier at a slower speed during landing, somewhere in the region of 230km/h. But the most impressive performance of the navalised test 'Flankers' was the ability to take-off from the ski-ramp within 100metres — 180metres when fully loaded. Official Soviet Navy photos showed a second 'Flanker' inside the 'Tbilisi' hangar deck. This example lacked the canard but displayed folding wings. It is now believed that this second example was, in fact, a static machine to train naval crews in handling the type on board the ship.

The second type to be tested on the new aircraft-carrier was MiG-29 'Fulcrum' carrying code number '311' flown by Takhtar Aubikirov. The MiG bureau claimed that this was the fruit of some ten years of research into producing a navalised 'Fulcrum'. A second 'Fulcrum' (coded '18') joined the trials later on. Both aircraft were fully navalised and featured folding wings, strengthened undercarriage and arrestor hooks but lacked the air intake doors — obviously, a feature which the navalised MiG-29 did not require. Also noticeable was the modifiedIRST ball just ahead of the cockpit. It retained all the armament-carrying capabilities of the normal 'Fulcrum' including the port wingroot 30-mm cannon.

The compact design of the MiG (some 30% smaller than the Su-27) coupled with its excellent performance should have been a winning combination for the 'Fulcrum' as a shipboard fighter. It is, therefore, with some surprise that one has to judge Russia's decision to axe this fighter in favour of its bigger cousin. The most probable scenario here would probably be that of pressing defence budget cuts. As things were progressing, it appeared as if the 'Flanker' and 'Fulcrum' should have operated together.

A third type of aircraft which appears on the Russian carrier is the Su-25UTG, the two-seater version of the Su-25 'Frogfoot'. The first example of its type to land on 'Tbilisi' was flown by Igor Botinsev and Alexander Krutov without exciting results. So much so, that Sukhoi seem to have put forward the idea of developing a side-by-side version as the tandem layout of this aircraft did not lend itself to carrier operations. It seems, however, that financial problems have put a quick end to this idea and the standard two-seater version continues to be operated today.

## From 'Tbilisi' to 'Kuznetsov'

When the Soviet Union ceased to exist, 'Tbilisi' — which was the capital of Georgia (now no longer part of the Russian Republic) — was changed to 'Admiral of the



Yak-36 carrying side-number "38" seen at the hover during a display at Domededovo.

Note the underwing armament and the long pipe on the nose

Photo: RJ Caruana Archives

Fleet Nikolai Kuznetsov'. Heading a five-ship squadron, the 'Kuznetsov' arrived at Malta just after noon of February 14, 1996 under the command of Chief of Staff, Admiral Valentin Y. Selivanov. The other major ship of its squadron, the destroyer 'Besstrashny' entered Grand Harbour and berthed a few metres away from HMS 'Illustrious', which was also on an official visit. Due to the high wind, and the narrow channel between Grand Harbour's breakwater arms, it was decided to leave the Russian aircraft-carrier anchored about five kilometres off-shore. Two small groups of journalists were organised, one on the Saturday afternoon, the other on Sunday morning — I was on the latter.

The first thing which struck me on landing on deck, after a ten-minute flight in

history of the ship (in Russian), and here, in bold ink, it is also referred to as such (Cy-27K, to be exact). So this is the designation which I prefer to use, hoping that others will do the same in future.

It is believed that the first Su-27K operational unit began working up on the 'Kuznetsov' around the middle of last year. As already mentioned, the Su-27K has been fully navalised with folding wings and tailplane (a feature missed by many so far), arrestor hook, strengthened undercarriage, twin nose-wheel arrangement (without mudguard) and a retractable flight-refuelling probe. A normal feature on the Su-27 which is missing on the 'K' is the bulged fairing just aft of the intake doors. The aircraft is powered by a pair of 178kN (dry) Saturn Lyulka AL-33F reheated



An early navalised Sukhoi Su-27, the type later to become the standard interceptor on Russian aircraft carriers, during landing trials on board the "Tbilisi". Though fully navalised these early Su-27Ks lacked certain refinements, such as the air-to-air refuelling probe

Photo: RJ Caruana Archives

a Kamov Ka-27PS ('Helix D') was the sheer size of the ship. Only a few months earlier I had been on the USS 'America' (incidentally, a full feature on this ship's aircraft is in preparation) and I could hardly appreciate its size simply because its deck was packed solid with aircraft. On the contrary, the Russian ship was in operational guise, with a pair of fully-armed 'Flankers' on the ski-ramp, a third similarly at readiness on the angled deck, and the other aircraft neatly parked on the edges of the ship, leaving the whole length of the deck clear for action.

## The 'Kuznetsov's' Aircraft

Allow me to pause slightly to discuss the recent spate of designations which are being attributed to the navalised 'Flanker'. These seem to range from Su-27K to Su-32, 33 and 34! During two meetings which I had with the crew of the 'Kuznetsov', the aircraft was always referred to as the Su-27K. I was also given a leaflet with a short

turbofans which can develop 244kN with reheat. It has a take-off weight of 33 tonnes of which nearly a third accounts for internal fuel. A Pulse-doppler radar with a range of 185km is installed and features look-down/shoot-down capability and track-and-scan mode. Armament consists of the standard 30mm cannon on the starboard side of the nose and up to eight air-to-air missiles, usually a mix of R-27 AA-10s and R-73 AA-11s. A maximum speed of 1350kt (2.35M) is claimed, with a ceiling of 59,000m and a range of 3580km with internal and external fuel.

'Flankers' on board the 'Kuznetsov' were seen in the standard three-colour wavy band scheme on top consisting of Dark Gull Grey (FS.36231), Dark Ghost Grey (FS.36320) and Flat Gull Gray (FS.36440) while the undersurfaces were in Light Ghost Grey (FS.36375). Code numbers of aircraft seen above deck were: Red-60, 64, 65, 82, 84, 85, 86 and 87 and Blue-109. Red-60 and 65 were the only

two which carried the 'Eagle' motif, on the outer side of each fin. Blue-109 carried the new national colours on the rudder and I was informed that, as they go for major overhaul, all other Su-27Ks will be painted in these markings.

The other fixed-wing type which is operational on the 'Kuznetsov' is the Su-25UTG 'Frogfoot'. During my visit there were two examples on board, Red-08 and Red-11. Both were identical in finish and general markings (see colour art) carrying the Bear motif on the port side of the nose only, and the double-headed Romanoff Eagle each on both sides of the fin. Finish is similar to that of the Su-27K but without the third uppersurface colour Dark Gull Grey (FS.36231).

The Su-25UTG is powered by a pair of 44kN (dry) Soyuz Tumansky R-195 turbojets, un-reheated versions of the R-13 which powered the MiG-21. It weighs out at 9500kg (empty) which goes up to 17,600kg for take-off, although it seems that this load is restricted for carrier operations — the two outer major underwing pylons were missing on both aircraft. Whether this is a standard feature or not for the Su-25UTG I do not know and I opted to do the colour-art with all four major underwing pylons in place. With a maximum speed of Mach 0.8, the Su-25UTG can operate at a ceiling of 23,000m. It would also seem that these aircraft do not have folding wings, and it is possible that these aircraft are small enough to be handled on the existing lifts without such a feature.

The other types on board the 'Kuznetsov' were the well-proven Kamov helicopters, which I have deliberately left out as, I feel, they deserve a separate feature, both due to the different versions seen on board (no less than three!) and the different style of schemes. Moreover I managed to study them in enough detail to be able to proceed with a set of scale plans which, I'm sure, will be welcomed by readers.

I cannot help concluding this feature without saying a few words about the crew of the 'Kuznetsov'. Not only did they prove to be cordial and helpful, but they did their best to answer my questions and gave me full liberty to roam and take photographs above deck. We were politely, but firmly, refused access to the hangar deck, and this seems reasonable as, I believe, the silos (and possibly stores) for the SS-N-19 'Shipwreck' vertically-launched ASV missiles are situated there. Apart from that restriction, we were treated like super-VIPs and I thank the Maltese Russian Embassy attaché for his help in allowing me on board, and thus, bringing you this feature.

The 'Kuznetsov' enjoys a very important position in the Russian Navy which this year celebrates 300 years of existence. This importance comes out to the fore when one considers that all other smaller carriers — 'Kiev', 'Minsk', 'Novorossiysk' and 'Gorshkov' are believed to have been retired from service — one of which has also been sold to India. All operations by the Yak-38 'Forger' have also come to an end thus leaving the Su-27K 'Flanker' to fly the flag for Russian Naval Aviation.

Richard J. Caruana





#### Photo 1

A Curtiss SBC-4 Scout Bomber (serial 1295) about to take off. The aircraft is the personal mount of the Air Group Commander of USS Enterprise (CV-6). This US Navy photo was taken in 1940 and the wing chevron, fuselage sash and tail are all in light blue. Powered by a 950hp Wright R1820-34 radial, the SBC-4 was capable of a maximum speed of 237mph.

#### Photo 2

A Fokker D.XVII of the Dutch Army Air



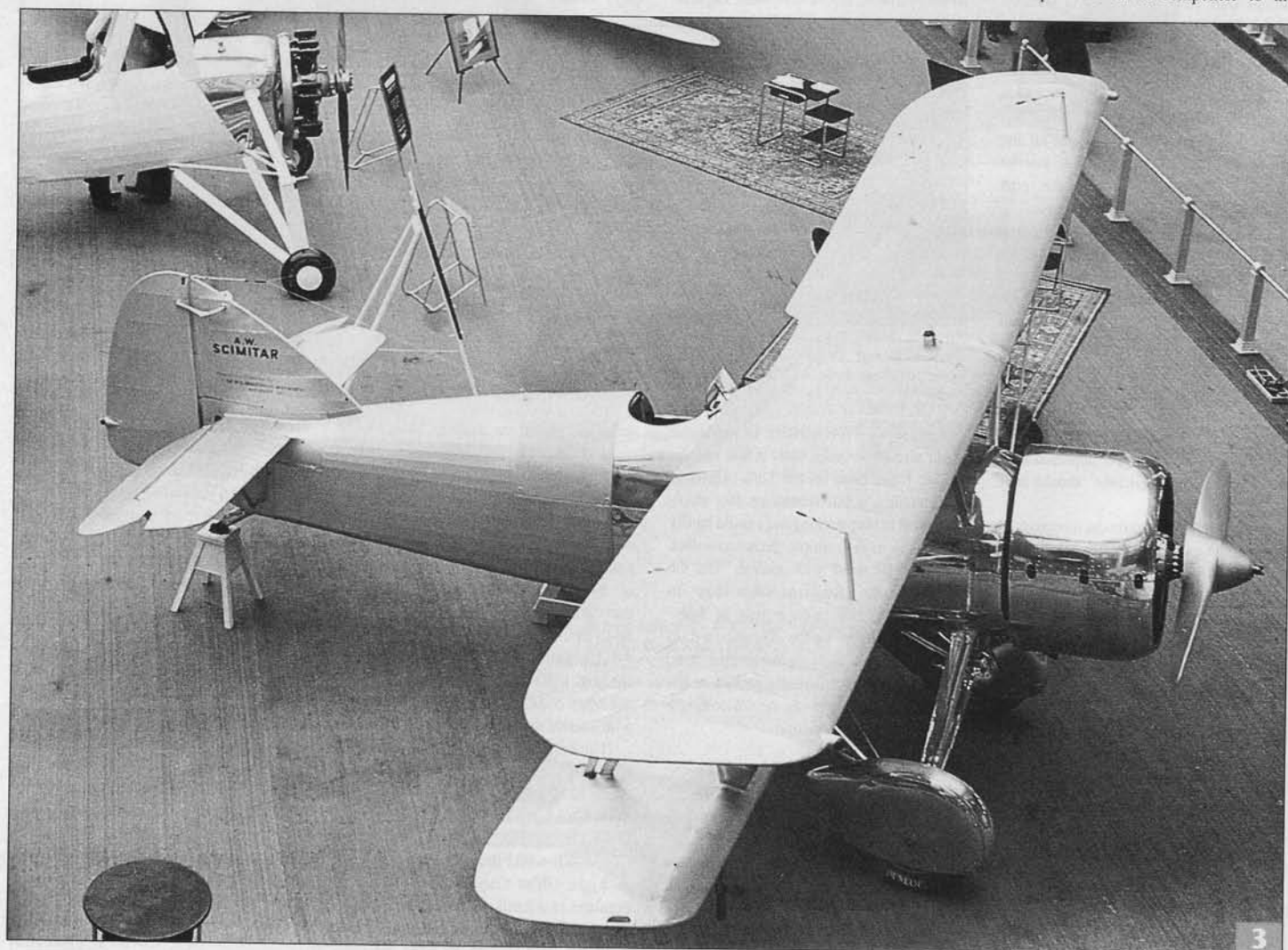
## Beautiful Biplanes



service. A Rolls-Royce Kestrel IIS of 580hp powered this particular aeroplane but other engines were also fitted. It was hoped that the Dutch East Indies Army Air Service would order this elegant fighter but only eleven were delivered to the Home Air Service. This is No. 201 of the short series 201-210 which first appeared in 1931, some were still used as trainers in 1940.

#### Photo 3

The pristine Armstrong Whitworth 35 "Scimitar" seen here at the 14th Paris Salon in November 1934. The AW company shared the stand with Avro, hence the Avro 671 (Cierva C.30A) autogyro in the background. The Scimitar was produced as a competitor to the







Hawker High-Speed Fury and Gloster Gladiator. Apparently equal in performance to the latter it was let down by its engine, the Armstrong-Siddeley Panther VII. Immaculately finished in gleaming white and polished metal, this aeroplane was probably the most elegant of all British biplanes.

#### Photo 4

Gloster S.S.19, the "multi-gun" interceptor project of 1930. Armed with two fuselage mounted Vickers and four Lewis guns in the wings, this was an ancestor of the Gauntlet. Powered with a Bristol Jupiter VIIF engine, J-9125 is seen here at the company field at Hucclecote.

#### Photo 5

Displaying strong German influence is this Kawasaki (KDA-S) Army Type 92 fighter which saw service from 1932 to 1935. The chief designer was Richard Vogt and the fighter was powered by a Kawasaki (BMW) 12. It was not too popular however, being rather tricky to handle on take-off and landings.

(M.B. Passingham)



#### Photo 6

The Polikarpov designed Soviet I.5, a standard fighter from 1933 until WWII when some were still in service as trainers. Powered by an M.22 radial

(license Bristol Jupiter VI) it could attain a maximum speed of 156mph

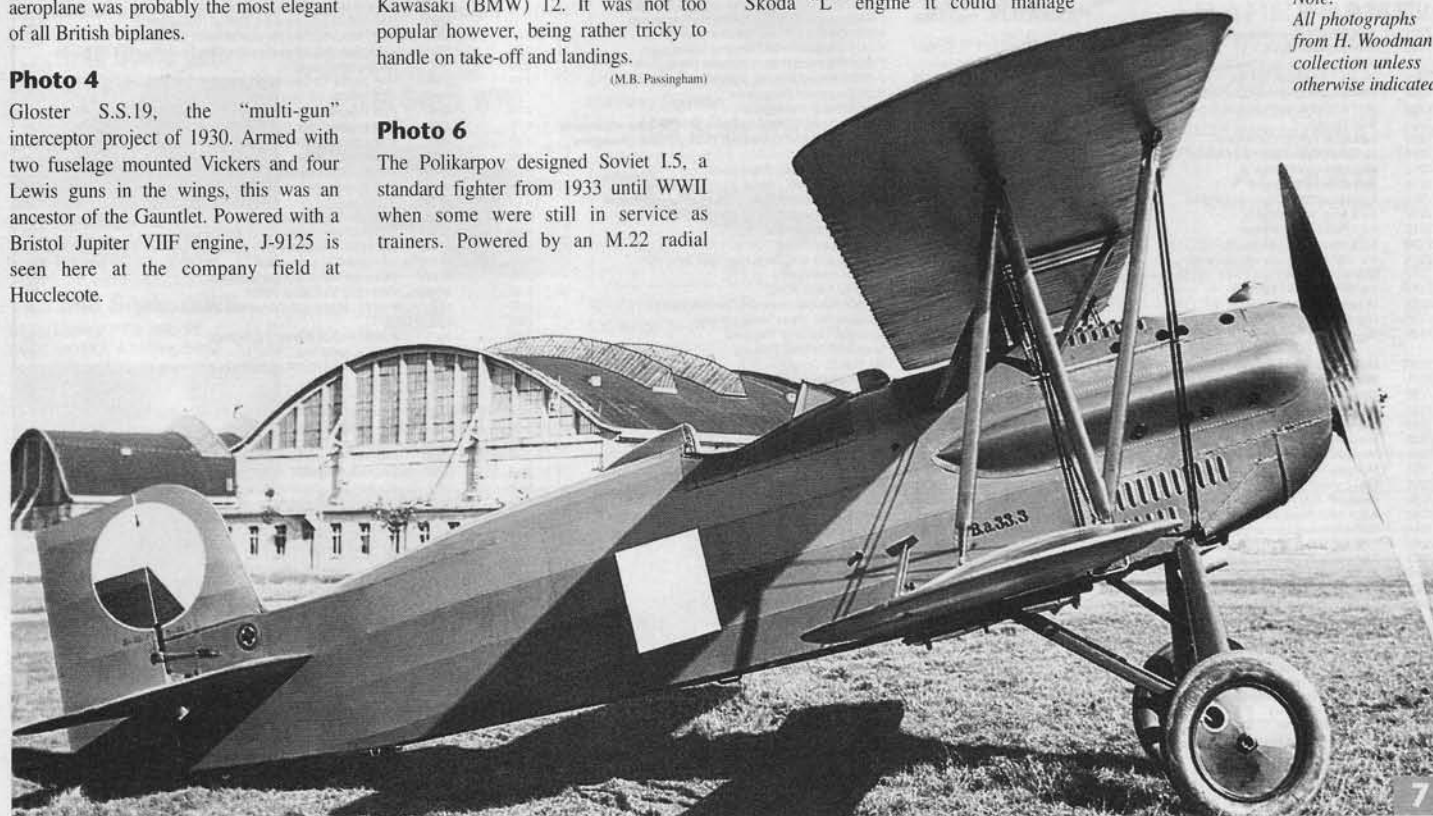
185mph. The machine seen here is factory fresh

#### Photo 7

The Avia BH-33 was a standard Czech fighter in the 1930s. Powered by a 500hp Skoda "L" engine it could manage

*Harry Woodman*

*Note:  
All photographs  
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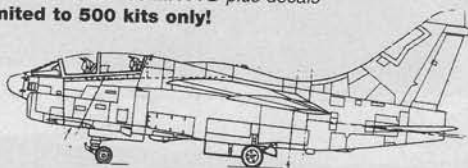


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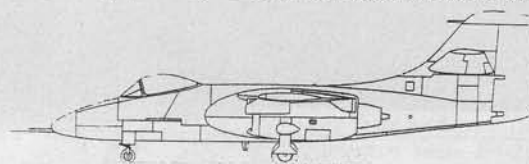
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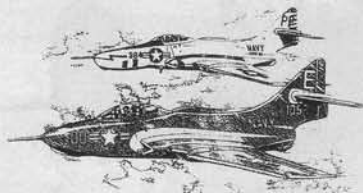
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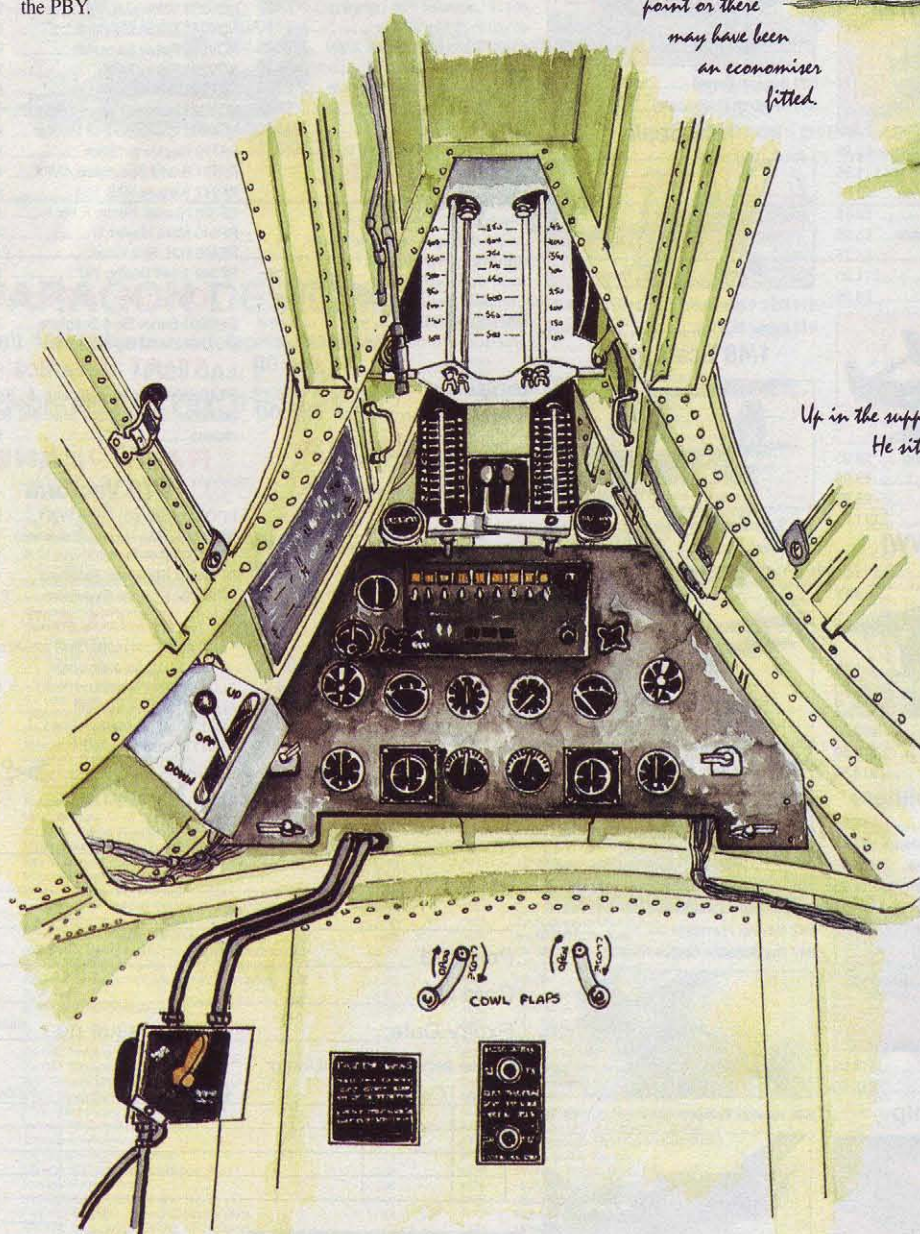
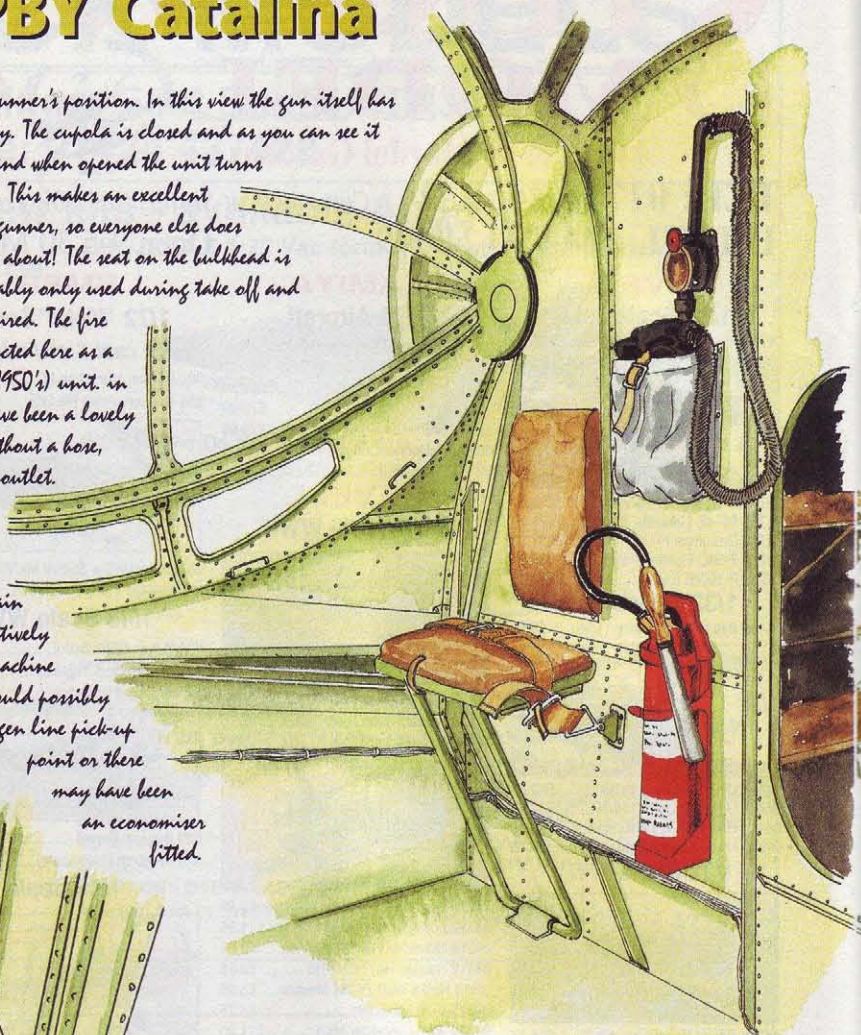
# The Consolidated PBV Catalina

## Aircraft Sketchpad by Steve Benstead

With the release of the PBV-5 from Monogram and the planned PBV-5A in the 'Pro-Modeler' range, aviation artist Steve Benstead brings you some of his excellent illustrations of the PBV.

This is the port side gunner's position. In this view the gun itself has been omitted for clarity. The cupola is closed and as you can see it pivots from the inside and when opened the unit turns around within this area. This makes an excellent wind break behind the gunner, so everyone else does not have to get blown about! The seat on the bulkhead is collapsible and is probably only used during take off and landing or when required. The fire extinguisher is depicted here as a relatively modern (1950's) unit, in wartime this would have been a lovely brass coloured unit without a hose, just a simple 'nozzle' outlet.

The item in the bag directly above the extinguisher is an oxygen mask, once again this may well be a relatively new addition to the machine viewed. In WWII this would possibly have just been an oxygen line pick-up point or there may have been an economiser fitted.



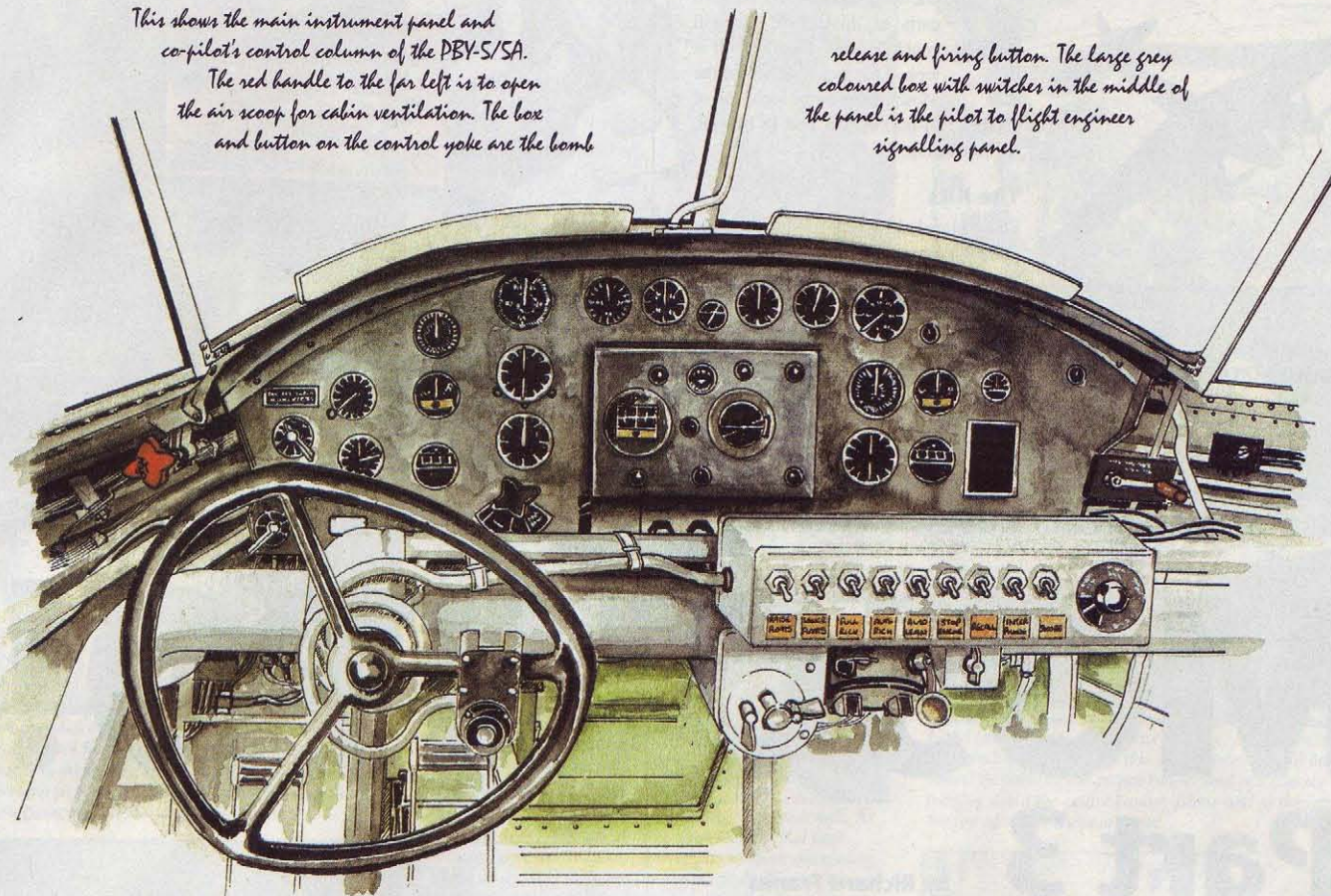
Up in the support strut for the wing is the flight engineer's station. He sits in a cradle seat and all you can see of him when he is up there are his feet dangling down into the main cabin area! Looking at the instrument panel, the top line of gauges are fuel contents and below these are the fuel flow meters. The small levers in between the flow meters are for mixture. Below these can be seen a pair of overlapping handles and these are the manual fuel pumps. The grey placard to the left of the main console is a fuel flow diagram. The main panel itself consists of a black box with switches and light which is the pilot to flight engineers signalling box. Below these are two rows of oil temperature, pressure and manifold pressure gauges. The grey unit with the lever to the left is the float operating control. The levers marked 'cowl flaps' are of course for controlling the cowl flaps (or gills)! The black box with the brown lever to the left is the engine fire extinguisher control box and the black unit directly below the float control levers is the emergency, manual, float operating crank sockets.



This shows the main instrument panel and co-pilot's control column of the PBV-S/SA.

The red handle to the far left is to open the air scoop for cabin ventilation. The box and button on the control yoke are the bomb

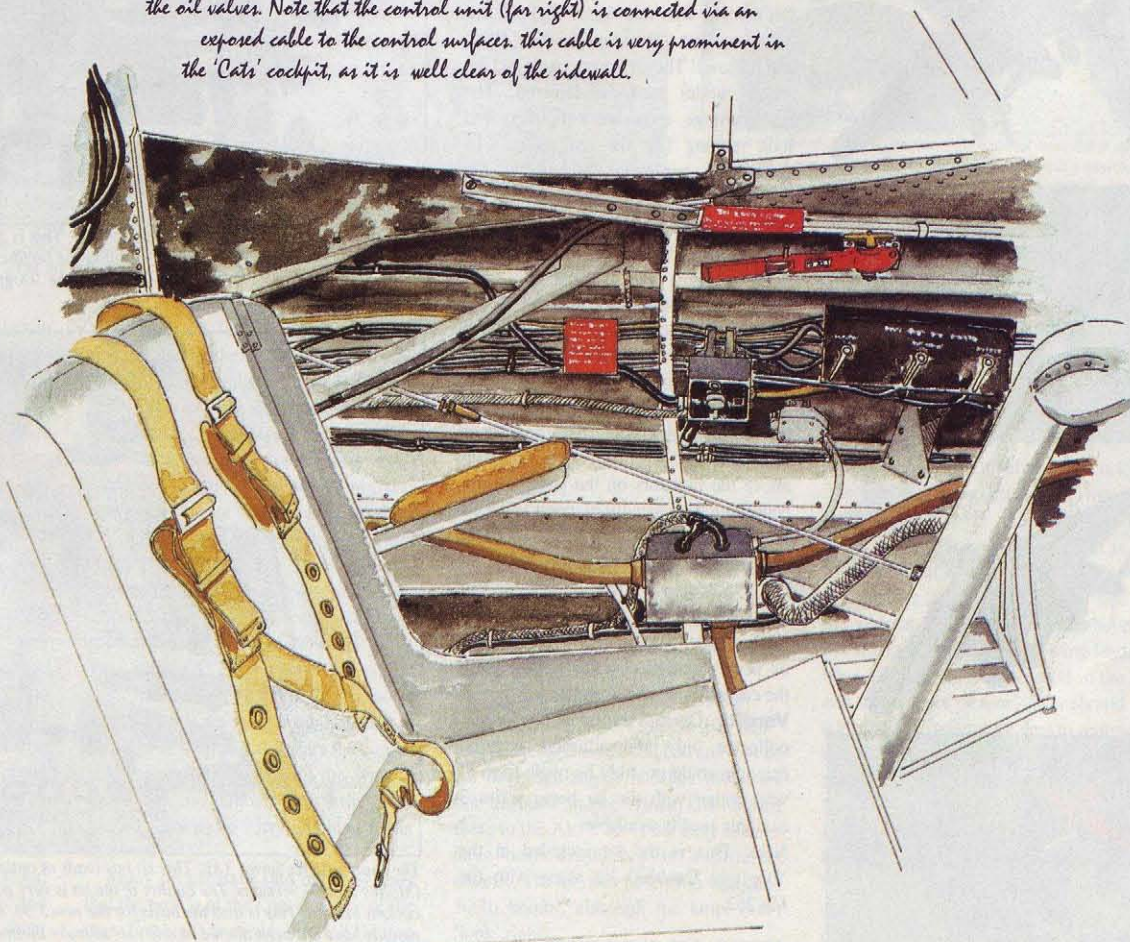
release and firing button. The large grey coloured box with switches in the middle of the panel is the pilot to flight engineer signalling panel.



This shows the port side of the PV-5 cockpit area. The red handle in the

top/middle is the rudder

control locking mechanism. The black box with the three handles are the servo units for the oil valves. Note that the control unit (far right) is connected via an exposed cable to the control surfaces. This cable is very prominent in the 'Cats' cockpit, as it is well clear of the sidewall.



## Colour Notes

The interior of the Catalina is basically Green Zinc Chromate primer and black. The instrument panels and various radio and electrical equipment are usually matt black. The instruments themselves are black with slightly off-white numerals and pointers. The seats seem to always be in green primer and during wartime service I suspect that 'biscuit' style cushions were placed in each. These were originally a light tan colour but with wear and age they soon became a deep tan colour. All the seat belts were tan and these darkened with use. In later life the PBV was modified and upgraded and late types operated in the 1950's and 60's would have had those light blue nylon harness fitted. All emergency controls or those requiring caution before use were usually painted red. The placards seen inside the PBV seem to either be black with aluminium lettering or grey with aluminium lettering. The main instrument panel as I have said is usually matt black and most of the other fixtures around the panel have a satin finish to the black paint. The entire sidewall area in the cockpit seems to always be black. This may of course not be the rule, but it makes sense as it causes less of a distraction than all that green! The entire walkway area down the middle of the Cat is very heavily worn after a short time and the passage of the crew member to the nose area is so cramped that I suspect after a few months service the floor area was polished to a brilliant shine.





**F**ollowing on from the last two parts of this article we will conclude this month with a look at the available kits of the Mosquito, plus the inclusion of updates and information sent in by you, our readership.

### The Kits

I have already listed all the kits I know of that have been produced, in all scales, of this magnificent machine in the first part of this article (See Vol 2 Iss 7 Page 430). Many of the kits listed there are no longer available and therefore they command high prices on the 'collectors' market. Most, if not all, of those kits are reasonably old and inaccurate and on the whole what I will look at here are those kits that you should be able to buy through a hobby shop or secondhand at model shows.



The contents of the Matchbox NF.30/Mk IX kit. The three colour sprues were a trademark of Matchbox kits and it was supposed to allow novices to build the kit without painting.

# MOSQUITO!

## Part 3

by Richard Franks

### 1/72nd Scale

#### AIRFIX: FB.VI

Let's begin with this Airfix Series 2 kit. This was first issued way back in 1957, and it shows! The kit is very crude and the entire model looks undersized. The undercarriage units are simplified and look nothing like the real thing. The distinctive mudguard assemblies are missing, there are no trailing links and the wheels are like shirt buttons! The nose is all wrong, being far too pointed and the machine guns are far too big. The propellers and spinner are moulded as one unit and the engine nacelles are too short, with the exhaust shrouds moulded in position. The kit does include rockets, the rack is of the wrong style and the rockets themselves look nothing like the 25lb or 60lb versions. The 'No Step' marking above the radiators on the wing leading edge, which are usually supplied as decals in most kits, are done on this example in raised lines! As the kit comes from the late 1950's you will not be surprised to hear that this kit features no cockpit interior and the figures are simply located on pegs within the cockpit area. Finally the canopy is way too small.

**Verdict** Overall this is a kit for the collector only and although a good example could possibly be made from it, why bother with the far better series 3 example readily available.

Note: This is the kit included in the 'Dogfight Doubles' kit along with the Me 262.

#### AIRFIX: Mk II/VI/XVIII

This is the 'new' Series 3 kit and it dates

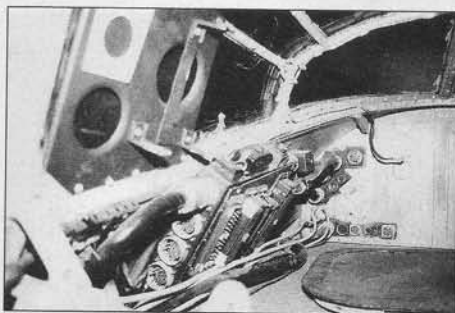


The really old (1950's) Series 2 kit from Airfix. This is shown in one of the later style boxes, although it was originally released in the bag/header card packaging (with line or colour illustrations) and was also included in the 'Dogfight Doubles' packaging with the equally awful Me 262 kit.

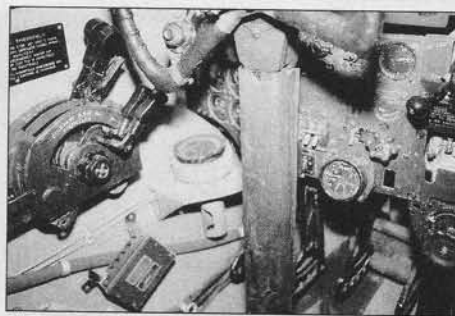


The superb Airfix Series 3 kit. This kit has loads of options for the Mk.II, VI and XVIII (Molins armed) versions. The quality of the kit is very good and all it really needs is a better cockpit interior. This is also the basis for the new J.30 'Hunter'/Mk/XIX kit from Airfix. The moulds have not been altered in any way to make these two new versions, but a new sprue with the required parts has been included. Thankfully these 'new' parts include four bladed propellers, making Sea Mosquito's and foreign service examples a doddle to make.

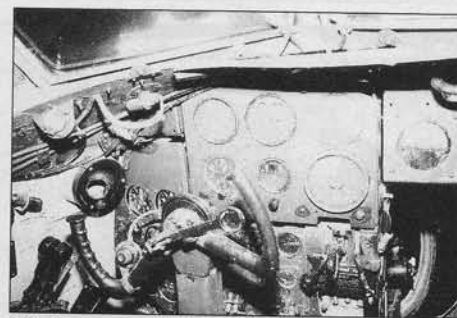




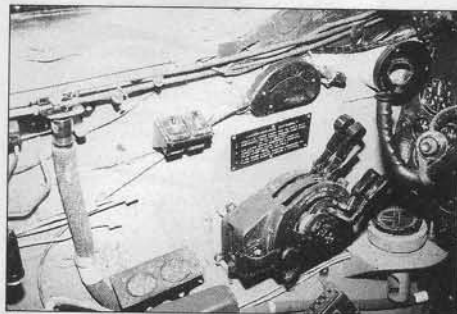
This is the starboard side of the rear area in the cockpit of a B.35. Although the radio transmitter and receiver units are not present, this does allow a better view of what is on the rear bulkhead. The access hatch is the cover which is fitted over the hole for the access hatch, once the crew is inside.



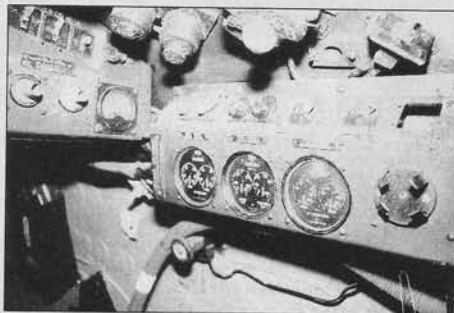
This shot shows the area around the bottom of the main panel in the B.35. The throttle box is evident and the light unit in front of it is a compass. Just below and behind the compass is the radio frequency selector box. The two levers to the top right of the panel are the undercarriage and flap selectors and instruments which can be seen on the main panel (top to bottom) are the flap indicator, oxygen flow meter and dual brake pressure gauge.



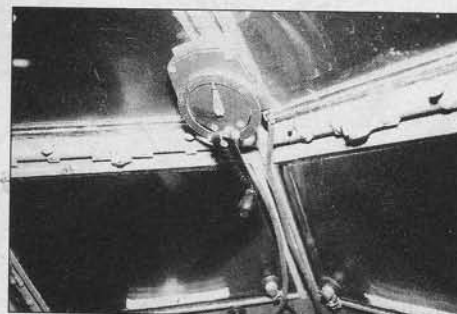
Main instrument panel in a B.35. Note the standard blind flying panel in the centre and the bomber style control yoke. No guns or gunsight are fitted to the bombers and the small port on the cockpit sidewall is a fresh air vent.



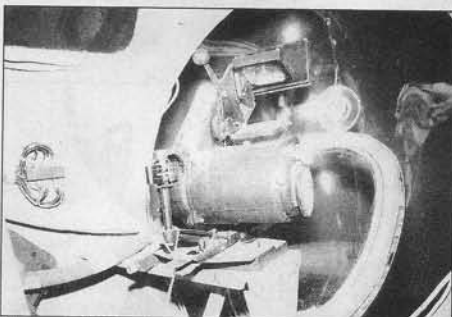
The port sidewall detail of the B.35. The throttle and propeller control box are prominent, as is the tail trim indicator. The concertina tube fixed to the sidewall is the pilot's oxygen pipe in its stowed position. In flight this would be connected to the pilot's oxygen mask.



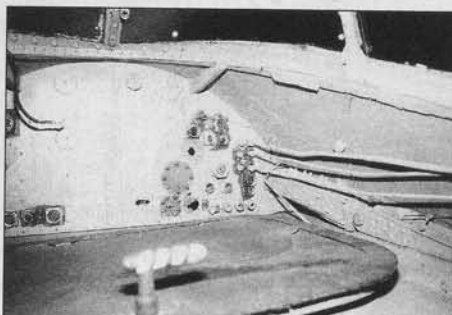
The engine control panel is on the starboard sidewall. As you can see it consists of three dual-reading fuel tank gauges, dynamo switches, starter buttons and emergency fire extinguisher switches (under the flap covers). The two switches in the top left are dimmer switches for cockpit lighting and the unit to the right of them is the morse key.



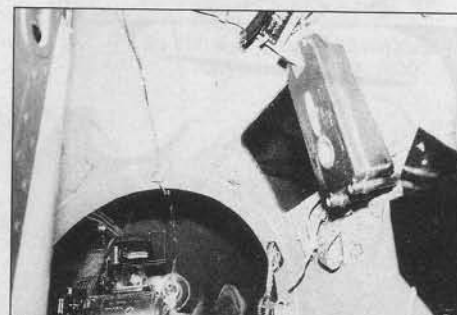
Fixed to the centre the canopy framing, just above the windscreens in the B.35 is this rudder trim control unit. It is linked by cable to the actual rudder and you can see each passing down the centre canopy frame and to the left of the top of the instrument panel.



The bombsight in the nose of a B.35. This unit is electrically (24 volt) powered. If you look at the optically flat glazed panel in the nose you will see that a wire runs down to it from the top of the glazing, this is because the panel was heated, to reduce the likelihood of it freezing or fogging up. Note also that another oxygen economiser is just visible in the bottom left corner, as is the oxygen tube.



A look at the port side of the rear cockpit area. Once again the radio equipment is not fitted.



A low level view of the starboard side of the bombers nose. The oxygen economiser is again visible and the black unit to its right is a map/chart case. Above the economiser is a fuse box and originally electric cables would have passed from this to the intercom and bombsight. These have been cropped off in this aircraft. Below the economiser is a leather strap and this would have held the emergency escape axe. The cabling hanging off the forward edge of the nose is the intercom connector.

back to 1972. The decal options given in the kit are:

- Mk II (NF.II) YP\*R, DD712 of No 23 Sqn;
- FB.VI NA\*B, A52-520 of No 1 Sqn RAAF;
- Mk XVIII QM\*D, P2468 of 248/254 Sqn;

Overall this is an excellent kit, with good basic outline. The Molins armed Mk XVII does require a bit of surgery to the kit parts, but nothing major. The kit includes both narrow and 'paddle' blade propellers and the 'Bow & Arrow' antenna of the NF.II are included. The canopy is a bit thick and is probably best replaced with a Squadron or Falcon example. Both shrouded and exposed exhaust stacks are included, although the uncovered examples are the five stack type. The cockpit interior is basic, with only two seats, bulkhead and floor, control column, instrument panel and radio equipment. Truthfully it is about time a little cockpit insert was made in resin for this area of the kit, like the one in

the superb Hi-Tech update set, as this would liven up the interior no end.

The undercarriage is very well done although only plain sided wheel hubs are included. The actual tyres in the kit have no tread pattern but if you are nifty with a razor saw I am sure it would not take many minutes (or finger!) to score them in. The tail wheel is superb with the twin-contact style of tyre well depicted. Underwing stores are included in the form of the correct style 'T' section rails and good representations of 60lb AP RP's. Two 500lb GP HE bombs are included along with drop tanks. The locations for all these items are marked on the inside of each lower wing panel. Ensure the correct holes are opened up before the wing is assembled and remember that the NF.II had no capacity to carry anything under its wings.

Many people have said over the years that the profile of the lower surface of the rear fuselage towards the tail is too tapered, but I don't think that correcting this small error is a viable proposition.

Surface detail is all via raised panel lines and I am sure that many modellers will want to remove and rescribe this. Whilst you are at it you can remove all the rivets at the back of the engine nacelles and on the upper wing surface, as these are far too prominent.

#### MATCHBOX: NF.30 & Mk IX

This kit was first issued in 1975. This kit is produced in the 'love it or loath it' three colour plastic which was such a trademark of Matchbox kits in the 1970's and 80's. The colour options are:

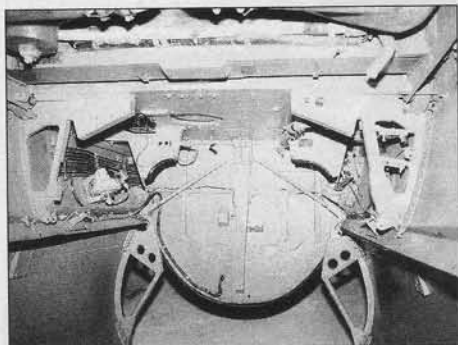
- NF.30 VY\*Y, NT252 of No 85 Sqn.
- Mk IX GB\*E, ML913 of No 105 Sqn.

The kit itself is not that bad and you do get two-stage engine nacelles which are not included in the Airfix kits. Fitting these to the Airfix kit is not easy as each have been engineered in a different manner. The kit does have drop tanks and 500lb bombs, although the latter don't 'look' right.

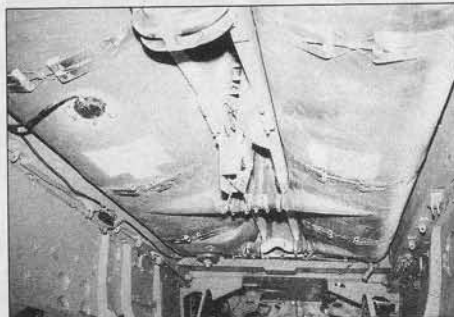
Accuracy wise the kit is a little too long, but only by about 0.75mm, so it is

hardly worth correcting in this scale. The radio equipment access hatch on the starboard side of the fuselage is included, but there are no panel lines for the access hatch under the nose or the dinghy stowage bay behind the cockpit. The strengthening strake on the rear fuselage needs to be shortened by 4mm at the front and sanded down as it is far too prominent. Increase the fairing over the elevator actuator on the port side of the vertical fin/rudder. You will have to add the landing lights to the wing leading edge as these are not included in the kit and also pieces of fine mesh should be added to the radiator intakes to represent the matrix inside, a point missed by the manufacturer. Ditch the kits propellers as they are neither narrow or paddle types. Use examples left over from the Airfix kit, or get them from Aeroclub (Paddle = P075 Spinners = V1116). You can also ditch the undercarriage units as they are over simplified and replace them with examples from Aeroclub (V074). Cockpit detail is very poor and here you

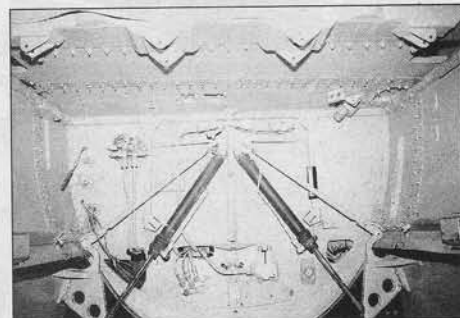




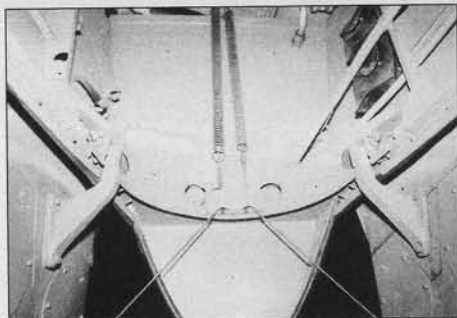
The rear bulkhead in the B.35 bomb-bay. Once again much of the auxiliary equipment and pipes have been removed.



Within the roof section of the B.35's bomb-bay are these two self-sealing fuel tanks. Originally this machine was converted to a TT.35, so modifications have been made in the bomb-bay for this role. The conversion back to a B.35 post-war has done little to convert this area of the machine.



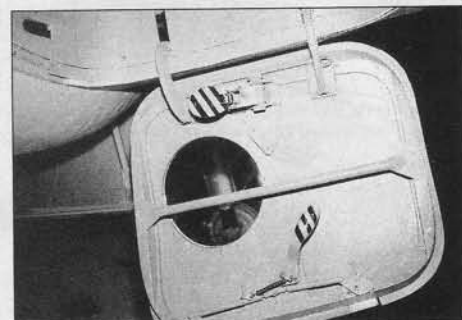
The front bulkhead of the bomb-bay in the B.35. Although a lot of the auxiliary equipment and pipework has been removed, it does allow you to see how the doors are operated.



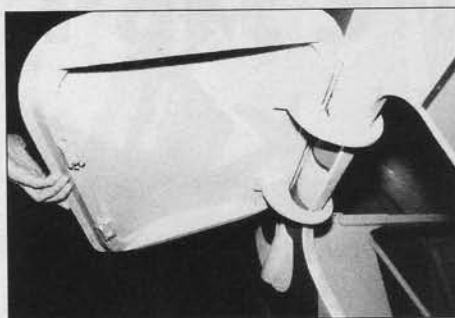
The rear bulkhead in the undercarriage bay. As you can see the doors are 'sprung' and as the oleo retracts this pulls the doors shut. Note also that the interior of the wheel well is predominantly metal, unlike the bomb-bay which is mainly wood.



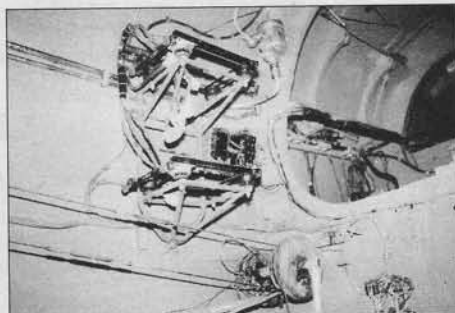
The small ancillary panel to the side of the main instrument panel includes a directional indicator and air temperature gauge.



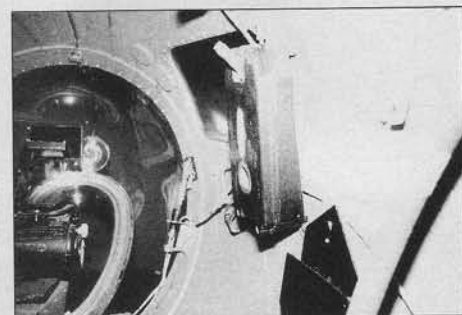
The internal detail of the access hatch on a B.35. The bar across the middle of the door allows the crew member to close the door from inside. The handle on the bottom edge is the lock/unlock lever which is usually used. The press button lever in the top of the door is an emergency release control. It detaches the hinges at the top of the door for emergency jettison. In an emergency this unit would be operated by the navigators foot!



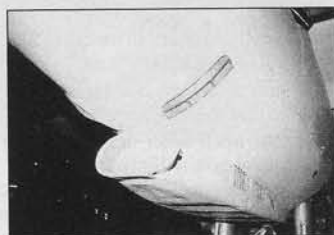
On the starboard side of the rear fuselage, just below the strengthening strip, is the radio equipment access panel. The hatch hinges upwards (as shown here) and it is usually secured in place with a simple rod on the forward edge (the hole for the rod is just visible on the front former in this shot).



This is the view inside the hatch, looking forward. As you can see the radio racks are present, although no radio units are fitted. Depending on role HF or VHF equipment would be present here. The bulkhead just forward of the racks is the back of the bomb-bay and the other former just visible in front is the wing's rear spar. Note the general profusion of wires and cables in this area.



On the starboard side of the nose area in a bomber is this unit. It is an oxygen economiser and once the bomb aimer is in position he will connect his oxygen mask lead to this unit.



Close-up of the intake and FOD guard fitted to the engine nacelle of the B.35.



Stowed on a rack just above the access hatch on the bomber are these two racks of flare pistol cartridges.

will need to add scratchbuilt detail. Note however that if the kit floor is located as it is it will be too high. Make a new one 1mm wider than the original and then locate it about 2mm lower down. The kit only includes the bomber style control yoke and this is not suitable for the NF.30, as that had the fighter style grip. Replace the canopies with the examples available in Paragon set (7229). The bulges at mid-chord of the under surface of each wing, adjacent to the fuselage are missing. These therefore have to be made from Milliput or similar. Note also that the twin style of tip lights seen on the early marks are scribed into the kit parts. This is incorrect and you should fill those on the trailing edge of each wing.

**Verdict** This never was a high price competitor for the Airfix kit, although nowadays it is as expensive as the Airfix model. Secondhand versions are reasonably priced and the kit can be used with any of the Paragon conversion sets in this scale. All of the points raised above along with the suitability to various

conversion projects makes it well worth considering.

#### FROG: B Mk IV & FB.VI

This kit was first released in 1968 and it remained under the FROG label until 1977. It was planned for release by NOVO in 1978, but this never happened. The colour options in the kit were:

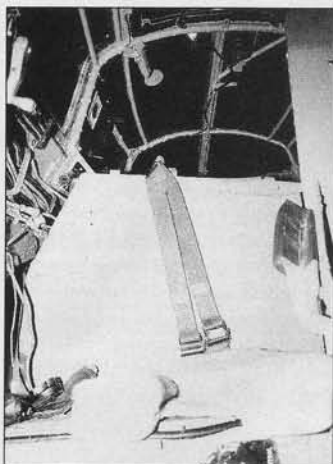
- Mk.IV flown by Wg Cmdr J.Wooldridge, CO of No.105 Sqn.
- FB.VI of No 1 Sqn, RAAF.

The kit does need a bit of work and the first thing you should do is scratchbuild the interior, once you have decided on which variant you are building. There is very little inside this kit so nearly everything will have to come from the spares box or be scratchbuilt. Remove the fuselage stiffener from the starboard rear fuselage side, as it is too long and too far up the fuselage side. Replace this with a length of plastic rod 35mm long. Positioning this rod is relatively easy as 8mm of it should go under the wing and be about 1.5 mm below the trailing edge. Drill the window in the access hatch on

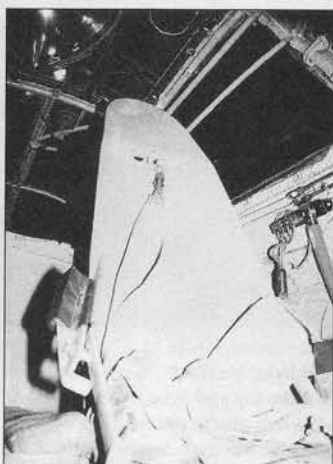
the bomber version and glaze with Krystal Klear. The biggest problem with this kit though is the vertical tail and the position of the wings in relation to the fuselage. The wings are too far up on the fuselage. Correcting this fault is difficult and time consuming, but as there are better kits more readily available I cannot see why anyone would bother. The tail is the wrong shape and unless you have gone through with correcting the wings I suspect it is not worth correcting. However if you must it is best to graft the tail of the old Series 2 Airfix kit, or use that as a template to make one from plastic card. Other detail errors include the rockets which have overscale fins and incorrect rails. The tailwheel has a ridge in the middle instead of the groove for the TC (Twin-Contact) type and the undercarriage and mudguards are very crude and heavy.

**Verdict** Overall this is not really worth buying, although it can give you lots of useful parts for conversion of the Matchbox and Airfix kits. One for the collectors I feel.

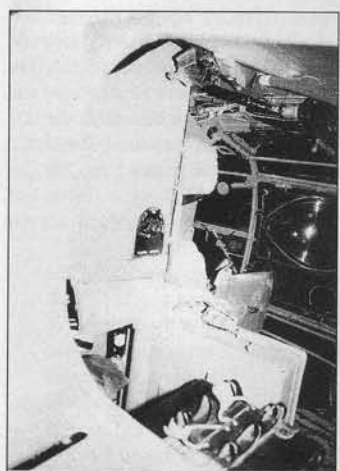




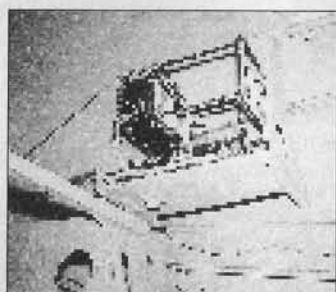
A view of the navigator's seat (or lack of it). The navigator basically sat on the top of the bomb-bay and the bulkhead behind him is the wing spar. The furry seat cushion is not original as it is a PSP Personal Survival Pack from a modern ejection seat! The indicator below where the navigator sat is the vacuum control.



The seat of the pilot in the B.35. Note the armrest on the left is folded up and how the seat harness is connected at the top of the seat. The blister in the top canopy panel above the pilot can just be seen and the thickness of all the glazed panels in the B.35 does mean that there is quite a lot of visual distortion. The oxygen pipe in its stowed position is visible on the right of the picture and the electrical lead and socket to the left of the pipe is the pilot's intercom connector.



Looking straight up through the access hatch. Here you can see better the relative position of the vacuum control on the bulkhead. The toggle and wire on the side of the pilot's seat is the harness release switch.



Looking straight into the hatch, on the opposite side of the fuselage is this rack. Usually this is occupied by the IFF (Identification Friend or Foe) unit and the cable running to it is the emergency destruction control. This is operated from the cockpit area and it ensured these units did not fall into enemy hands, therefore allowing them to copy our 'friend' identification transmissions.



The rear flap on the inboard radiator units. This flap has a rod actuator which usually has a leather 'boot' protecting it. This cover is not secured to the bottom of the rod in this case and has therefore 'risen up'.

## 1/48th SCALE

### MONOGRAM: Mk II, NF.II, B Mk IV & FB.VI

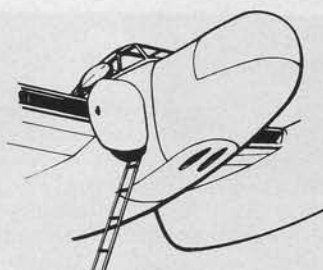
This kit was released in 1965 and has been available off and on for the last 31 years. The kit itself is not too bad, although the problems with the tail's outline are well known now. The colour options in the kit are:

- Mk.II YP\*A, DZ230 of No 23 Sqn.
- NF.II DD609 of an unidentified unit.
- B Mk.IV GB\*K, DZ378 of No 105 Sqn.
- FB.VI EG\*T, MM417 of 487 Sqn RNZAF.

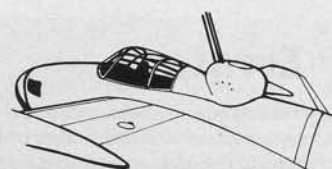
The main problem with this kit is that it is overshadowed by the Airfix example now and it does have some serious problems in regard to accuracy. The fin of this model is nearly one scale foot too tall. To rectify this you have to remove the tail, cut 5mm off the base and then glue it back on. This however does mean the lower hinge line is lost and has to be rescribed on and the rudder actuator and fairing are now too low down. Remove these and build replacement ones from scrap in the middle of the rudder.

Having done all this to the tail you

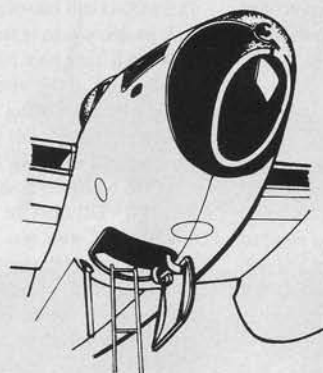
must then deal with the fuselage, which is too thin in plan view. Correcting this is a very major task and it will be well outside the skills of all but the best modellers. To be honest a completely new fuselage would be better here, but then again you have the overall far superior Airfix kit in any case. Basically the fuselage is too flat on the sides and needs to be built up with milliput. This will however result in the wings now being too long (they were correct when you started!). Shorten these by 5mm and re-profile the wing tips. The aileron lines now have to be filled and rescribed 3mm inboard. If you do all this



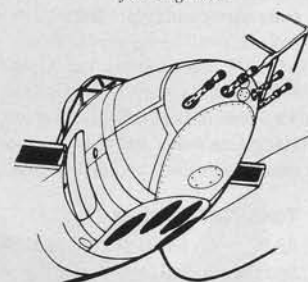
Entrance hatch fitted to fighter version



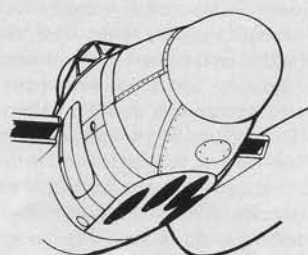
Mock-up turret fitted to prototype for drag tests



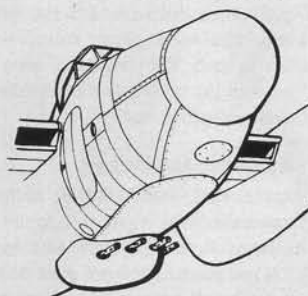
Entrance hatch fitted to bomber version



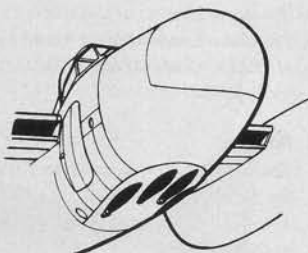
Mk.II night fighter fitted with 4 x .303in machine guns, 4 x 20mm cannon and AI Mk IV radar



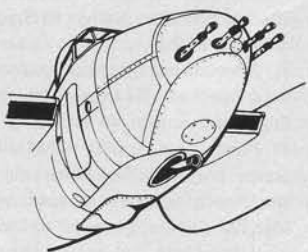
Mk XVII night fighter fitted with 4 x 20mm cannon and AI Mk VIII radar



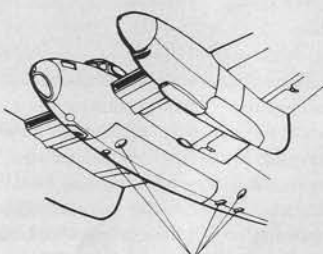
Mk XV nightfighter fitted with 4 x .303in machine guns in ventral gun pack and AI Mk VIII radar



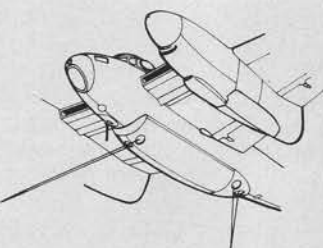
NF.36/38 night fighters fitted with 4 x 30mm cannon and final 'Bull nose' radome



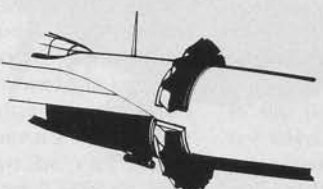
Mk XVII fighter bomber, fitted with an additional 57mm Molins cannon. Used for anti-shiping and known as the 'Tse Tse Fly'



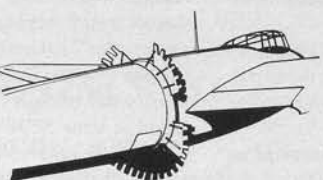
Camera installation for flush bomb-bay versions (e.g. Mk XVII)



Camera installation for bulged bomb-bay versions (e.g. PR.34)



Bellows type air brake tested on the prototype



Bellows type segmented (variant) tested on the prototype



# Errata

The following passages are extracts from letters we have received in regard to Part 1 of this Mosquito feature. Considering the time scale it will probably be necessary to run a similar section in about two months time, to allow readers to raise points and make corrects in regard to Part 2 & 3 of this feature.

## Banff

All Squadrons of the Banff Wing were equipped with 100 gallon tanks and the tiered rocket installation from March 1945, not just 143 Sqn.

## Two-Tier Rocket

PZ202 see on page 24 of Volume 2 of the Squadron/Signal 'In Action' title was used by A&AEE for rocket projectile and drop tank trials during 1945. The rockets shown in the photograph have three things worth noting. Firstly, they are mounted vertically in line with each other and only have two fins apiece. Secondly, they are fitted with practice warheads as the word 'DRILL' is clearly visible on the lower starboard rocket. In the book 'Mosquito' by Sharp & Bowyer they give an account of the adoption of the R/P by Mosquitoes. They say De Havilland began flight tests of the standard four rails on each wing, at Hatfield in mid October 1944. Thus it would appear that PZ202 was used as a trial aircraft, first by the manufacturer to prove that rockets could be fired from the type, and then by A&AEE to clear the different rails and two-tier system with tanks for squadron service.

Close examination of the photos on pages 22, 23 & 29 of the above source reveal that the operational installation had staggered rockets with the normal 4 fins on each. The photos also reveal the guard rails between the rockets and tanks, and the AYF radio altimeter aerals etc.

## Aeromaster Decals

Aeromasters sheet (48-043) appears to have its instruction sheet wrong with regard to RS6245. The spinners should be yellow with Medium Sea Grey tips and bands. There are other detail errors as well and I would suggest that all modellers wishing to make this option take time to carefully study the pictures on pages 22, 23 & 29 of the above mentioned 'In Action' title.

*The above comments were raised by  
Mr P.LUCAS of HALESOWEN*

## AIR

Notes from Air publication No.2019B "Pilot's Notes for the Mk II with Merlin 21":

1. F.II sometimes had 4 machine guns removed due to cockpit fumes.
2. Access door on starboard (Fighter) side or underneath on bombers. A telescopic ladder was stowed on the RH cockpit side. (Note - Most bomber types had the ladder stowed under the floor of the nose. Access was via a hinged flap in the front edge of the floor - Ed)
3. Normally had spectacle type control column. The stick type had MG trigger (thumb), cannon (fore-finger) and camera-gun buttons.
4. Panel above the pilot's head was for emergency escape. It was used for bail out only when the aircraft was inverted or it was opened during a crash landing for quick and easy escape.
5. A hand-held fire extinguisher was mounted on the starboard side of the cockpit.
6. A fireman's axe was located behind the pilot's seat.

7. The pilot's seat had two levers, one was for height adjustment (LH) and the other was for harness release (RH)

*The above comments were raised by  
Mr N.KING of FLITWICK*

## Aerial Wire (From mast to fin)

This subject still causes a lot of confusion. Firstly, on your model, you have the wire entering the fin at the pitot head! Your poor pilot would be saying "What, no airspeed?" If the wire was fitted, it usually ran to a point on the leading edge of the fin, three feet (19mm in 1/48th - Ed) up from the base of the fin. However, on early Mk IV bombers (in the DK and early DZ batch) the point was 18in (just over 12mm in 1/48th - Ed) from the base of the fin.

An aerial wire was always required when the aircraft carried HF radio. This was used by Bomber and Coastal Command units based in the UK, besides some Meteorological aircraft, plus aircraft operating out of Malta in 1942-43 and the Far East in 1944-45. BOAC Mossies all carried HF radio. However, when VHF radio was carried, no wire was needed. This applied to all Fighter Command, most Photo-Reconnaissance types and from the summer of 1943 all 2 Group - later 2nd Tactical Air Force.

The doubling-up of the wire from fin to tailplane was only seen on aircraft needing very long-range transmission/reception of the HF radio. Therefore you will normally only see it on early Mk IV bombers and perhaps, later Meteorological Flight machines. Some PR.34 aircraft in the Far East after the war had the aerial running up to a point just below the pitot head, but that was rare.

Some Coastal Command Mosquito FB.VI aircraft carried HF radio. A few had the normal mast and wire, but most (e.g. the much photographed NE\*D) had no mast. The wire ran into the fuselage via a mall 'prong' where the mast was usually located. This installation can also be seen on some late-war Bomber Command Mk IX's and XVI's.

NIGHT FIGHTER MOSSIES: Only the mast was installed, but no wire. The only exception to this rule were the Mk II's of 23 Sqn which, when operating from Malta, carried HF radio for a time.

MOSQUITO FB.VI: Except for one or two early production models, some Coastal Command versions, aircraft ferried to the Far East, or produced in Australia (which normally carried HF radio and needed at least a wire), this mark usually had no mast.

## Radar Antenna (Night-Fighters)

You omitted to mention for the NF.II the two slanting antenna above and below the starboard wing - at about half-span. Without these, the radar navigator would not have been able to tell the relative height of the blip on his radar. For the NF.XII and all subsequent NF's, it was not a 'whip' aerial under the fuselage but a 'rod' type. This was the transmitting aerial for SCR729 and the wingtip dipoles were the reception aerals for SCR729, not to be confused with SCR720 (better known as ALX) which was quite different. During the war, some NF's operating over Germany carried 'Gee' navigational radar. After the war, all night-fighters (a few NF.30's and all NF.36's) carried 'Gee'. Externally it can be recognised from the long whip aerial of 41in (22mm in 1/48th - Ed) in length which emerges from the rear of the canopy. In regard to some NF.38's having a transparent upper section to the radome; this is not unique to the NF.38, as all 'bullnose' radomes were perspex and sometimes the paint was left off some parts.

## Interior Drawings

The drawing of the "Night Fighter main instrument panel with radar sighting unit to the right" (See Vol 2 Iss 7 Page 429). Be aware that this is the ALXV installation of a Mosquito FB.VI modified to carry it. This was only used in a few Bomber Support aircraft of 100 Group in 1944-45 and a few end-of-war naval FB.VI's. ALXV was better known as ASH or its US designation APS-4, and its rotating dish aerial was carried in a little 'thimble nose' (Paragon set 4844). The other NF radars, ALIV, ALVIII and ALIX, all had quite different radar screens and control boxes in the cockpit.

## Scale Plans

NF.36 (See Vol 2 Iss 7 Page 427): There should only be a landing light in the leading edge of the starboard wing. The 'Gee' aerial is also missing (See above).

## Exhaust Shrouds

NF.30: The early NF.30 had plain shrouds. These gave trouble in 1944 and, from about December 1944 onwards, were replaced by the louvered shrouds.

## Drop-Tanks

The NF.36 rarely carried tanks, certainly not in the UK. When some were ferried between the UK and Egypt (39 Sqn) they carried drop tanks for the journey only.

## Navigator's Seat (or lack of it!)

The navigator, sitting to the starboard/right of the pilot and just behind him, never had a 'proper' seat. He sat (uncomfortably) on the top of the front roof of the bomb-bay, with his back leaning up against the main spar! Only in the T.III trainer was there a proper seat for the second crew member. For ingress and egress through the side hatch, the seat had to slide aft. Once you were strapped in, you moved forward. This seat was normally occupied by the instructor, the student pilot (or pilot under test) sat in the left-hand (port) seat.

## NF.38

Despite persistent reports to the contrary, no RAF Night-Fighter squadron ever used the NF.38. Its ALIX radar was a failure, and the aircraft was only used in small numbers by the Yugoslav Air force.

Note: The differences between individual Mossies is a complex subject. I suggest that readers study photographs very carefully of the aircraft they intend to build. Keep your eyes wide open, and never have preconceived ideas about anything!

*The above comments were raised by  
Mr T.HOOTON of AYLESBURY*

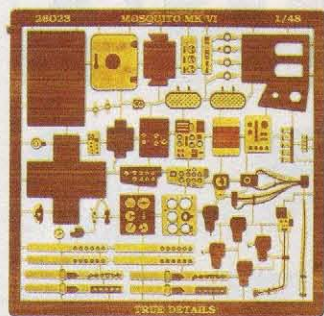
# Amendment

The following is an amendment to the accessories list included in Part 1 in the July issue (See Page 430).

## AeroMaster

A limited number of the Hi-Tech 1/72nd scale upgrades are available. The set does not include the donor Airfix kit and the number available is very small.





The Mosquito Mk VI etched brass fret from True details. This set is designed for the Monogram kit, although some parts may be usable in the Airfix example.

work you will probably be not too happy to find that the engine nacelles forward of the front of the undercarriage bay are too tapered and have to be padded with filler and reshaped. If that was not enough the propellers are too short, due to the closeness of the engines in the original layout of the kit, and these will be real fun building up in length.

**Verdict** With the excellent Airfix kit available and all those lovely conversion sets from Paragon, there is no real need for you to build this kit. It is true that it is still a good seller and many younger modellers will still enjoy making it but it is not a kit that should really be considered for an accurate quarter scale Mosquito.



#### AIRFIX: FB.VI

Originally this kit was announced by Airfix in 1977, however as many will remember it did not appear until 1980. Many people say this kit was scaled down from a proposed 1/24th scale version and as I know of a man who says he has a clear



*It is with great sadness that I must conclude this three part article with note of the loss of BAE's airworthy Mosquito, RR299. This machine crashed while at a display in the Manchester area on Sunday 21st July 1996.*

*The press and media covered the event with their usual fever and as this was the second fatal crash of a warbird in a seven day period I am sure the 'anti-fly' brigade will be using it to 'prove' the dangers of flying old aircraft. I for one make no comment on this point but I would like to pass my, and all our team's, sincere condolences to all the family and friends of the two crew who died in the crash.*

Sea Mosquito TR.33



test shot of the 1/24th scale kit and Roy Cross did the artwork for the box, who knows maybe the big version really did exist? If you are building a Mosquito in this scale this is the only kit you need and all of the new Paragon conversion sets in this scale are based on this kit. There are two colour options in this kit and they are:

- TH\*M, N5850 of No 418 (City of

"High Ball"



FB Mk IV

fitted the open ones are the five stack type. One of the major shortcomings of this kit has always been that although an excellent set of rockets and 500lb bombs are included there were never any drop tanks. This has been cured nowadays as both 50 and 100 gallon versions are available from Paragon.

**Verdict** The bees knees! This kit is



Edmonton) Sqn, RCAF

- NE\*A, NR405 of No 143 Sqn, Banff Strike Wing, RAF, 1945.

Overall this kit is superb and its accuracy has never been in doubt. The cockpit is well detailed and all you can add is pipework and seat harness. The sidewalls are completely bare so here you may wish to add all the electrical boxes etc which are so prominent in this aircraft. The crew access door has all the detail moulded inside but unfortunately it will be very difficult to remove in one piece without damaging the fuselage half. The support stays for the mudguards (32,33,35,36) should be drilled out and the kit only offers the radial tread pattern and plain hubs for each mainwheel. Only paddle blade propellers are included in this kit, although Paragon have recently released a set of narrow blade propellers in this scale. Both shrouded and unshrouded exhaust stacks are included although as the two-stage engines are not

- GB\*E, DZ353 of No 105 Sqn.

Overall this it is very good. The fuselage is a little incorrect in cross section and a little sanding on the upper fuselage joint will ensure the correct elliptical profile is achieved. The floor of the cockpit area needs to have a section cut out otherwise as it stands the crew would never be able to get into the aircraft! The major fault with the kit is the rear of each engine nacelle. Here the kit is completely incorrect as the nacelle sides are parallel. A complex bi-concave shape is required in this area (look at the Airfix



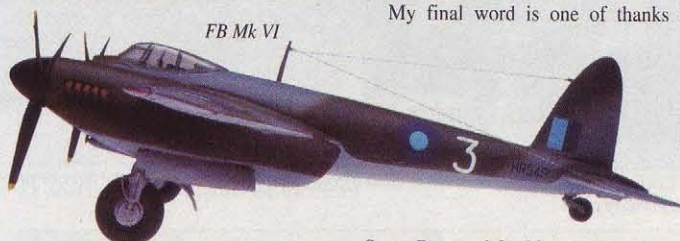
NF Mk Xv

kit) and the best way to achieve this is to pad the area with filler and slowly sand it to the correct shape. Shorten the undercarriage legs by 3mm otherwise your model will sit too high and remember that the kit's canopy, although very well moulded and clear, is too high. A vac-formed replacement would be nice here, although you can just put up with it or build up the bottom edge of the canopy and blend it into the fuselage decking once the canopy is securely in position.

Well that has looked at most of the readily available kits on the market at present and although I would have liked to include the Aeroclub B.35 in 1/144th scale I have never seen it so I cannot pass comment on its quality etc.

I hope that you have all enjoyed this three part special on the 'Wooden Wonder' and even though I thought I would be sick of the sight of 1/48th scale Mossies after building six of them in one go, I must admit that the urge to build a few more is once again returning. If I do I will of course feature them in a future edition. In the meantime I would like to thank all of you who took the time to write in and correct and update me about various points so far and I would still love to hear from anyone else who may have points they wish to make.

My final word is one of thanks to



FB Mk VI

superb from the box and will (has!) formed the basis of a long line of conversions to other variants. My only question is, 'when are you going to do the two-stage power units for this machine and convert it to a bomber Airfix?'.

## 1/32nd SCALE

### REVELL: B Mk IV

This kit was first released back in 1972 and it is currently available. Only one type is offered in the kit and one colour scheme, which is:

Steve Benstead for his excellent interior drawings, Peter Green for his scale plans and scrap views, to Trevor Yorke for his excellent photographs of my completed models and to Trevor Snowden (Airfix) and Neil Burkill (Paragon) for supplying the basic kits and conversions which made the whole thing possible. I think this special look at a type works very well and going by the feed-back we have had so far it is going to be a feature we will be doing on a regular basis, so keep a look out for the next in what will be our 'Scale Focus' features.

*Richard Franks*



# THE EMPEROR'S WINGS

by  
Peter Fearis

## Part 5 - The A6M5 Zero

Great Britain had the Spitfire, America the Mustang and Germany the Me 109! What I hear you ask has the Mitsubishi Zero in common with these? The answer is quite simple; ask anyone to name an aircraft from WWII and one of those four names is bound to crop up. Designed prior to WWII the Zero soldiered on throughout the Pacific War as the work horse of the IJN (Imperial Japanese Navy). First entering service in 1940 as the A6M2 the Zero with steady and quite regular modifications held its own with all but the very latest allied aircraft. This edition of Emperor's Wings deals with the aspects of modelling the last mass produced version of the Zero, the A6M5. I will not be covering the two seat versions in this article as I wish to save these for the future. the versions covered here are the A6M5a (early), A6M5a (late), A6M5b

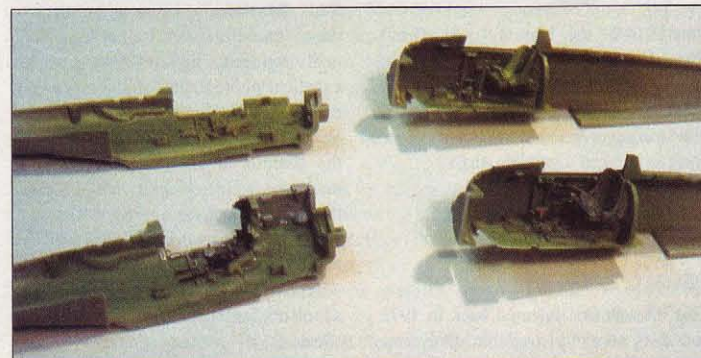
and the A6M5c. The kit I have chosen is Hasegawa's very fine 1/72nd A6M5 as this is a good sound basis for all the versions covered. With a pile of reference books beside me I set about the task of discovering the changes between the types. The main references used in this article are; In Action No. 59, Famous Airplanes of the World No.s 9 and 56 and the excellent Aero Detail No.7. Any of the aforementioned books would be of great help when studying the Zero. To assist you in your project I have included some drawings showing the differences between each sub type, these together with the text and photographs should make your task a little easier, so lets get stuck in!



1 & 2. Scratch built seat before and after painting



3. Cockpit interiors, top scratch built items before primary colour, bottom the interior after the primary coat



4. This photo shows the fuselage halves in the primary coat and also as a finished item



5. Various stages of producing a more authentic instrument panel

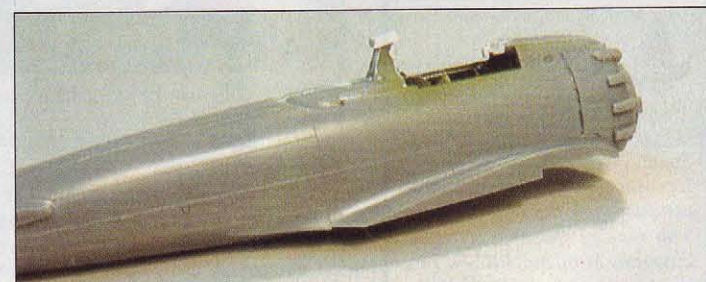
### Stage 1: All Versions

The first thing to do as usual is to attack the cockpit area! If like me you like the challenge of scratch building the interior then the books mentioned earlier will be of great help. The first items to go into the cockpit are the formers and the longerons, these are fashioned from the usual 10 thou plastic card, once in place the sidewall details can be added using pieces of plastic card ranging from 10 to 30 thou. A new cockpit floor is made using the kit item (Part C12) as a guide, the rear bulkhead (C7) can also be used as a template to help furnish the interior. Rudder pedals can then be added along with the control stick. A great advantage to us builders here is that the interior of the Zero right from the A6M2 up to the M5 remained the same! The next item to be constructed was a new seat for the pilot, again this was made simply with some 10thou card and a bit of care

(Photos 1 and 2 show the card seat before and after painting). Before the seat is added to the interior the cockpit area is given a coat of paint. The colour used in the A6M5 was of a yellow/green type, a reasonable match to a colour chip I have in my possession is Xtracolour X117 Field Green, but for those purists out there here is the mix that you will require; Humbrol paints, No. 3 Brunswick Green 50%, No. 69 Yellow 40% and No.10 Service Brown 10%. When all the main areas have dried details can be picked out by dry brushing with various shades, photos 3 and 4 show the cockpit area at the various stages of painting (note that I have put the seat in! Big Mistake, this made painting the sidewall behind it very difficult!). Once all the interior has been painted and allowed to dry then add the seat. Anyone who has not had a go at scratch building an interior should give it a go it's not really that hard, and with most sheets of plastic card costing well under a pound it's cheap!

### Stage 2: Instrument Panel

I know it seems daft having a separate stage just for the instrument panel but

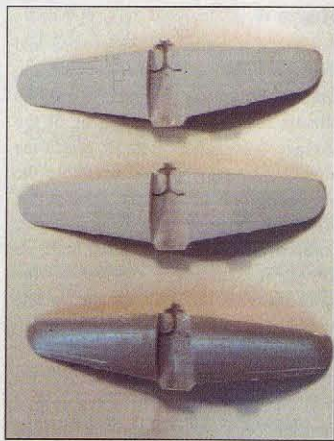


6. This view shows the extension required if you open the canopy

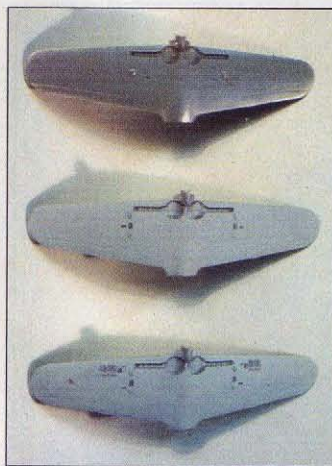


7. Careful study of this photo shows the changes to the gas exhaust port and ammo bay panel required for the 5b and 5c





8. In this view the changes to the upper wings are shown. From left to right 5a, 5b and 5c



9. Lower wings, left to right as photo 8

believe me it does justify one! The panel in the kit is quite accurate in shape and comes with an add on decal, which looks fine, but I always think this looks a little one dimensional. To give this a more contoured appearance I make representations of the dials using various diameter pieces of plastic rod cut into very fine slithers and attached with liquid glue, when all the relative items are in place the panel is then given a coat of the base colour. After being given time to dry the dials are then picked out with gloss white, again give adequate time to dry then cover the gloss white with gloss black. Why? I can hear you ask, carefully using a fine sewing needle, scratch fine lines on the dials which should then look like the calibrations on the originals. After this has been done the whole panel is then dry brushed to give highlights, photo 5 shows these various stages. Now the reason why I decided to give the panel a separate stage, all the above is used for all the versions in this article but if you plan to build the A6M5c version one important job needs to be done to the kit item before you start, the moulded representation on the top left of the gun breech needs to be removed as this variant had the port gun deleted. When the work on the panel has been done the panel can then be attached to the upper decking (part S3) and the fuselage then joined together.

### Stage 3: Fuselage Alterations

A6M5 and A6M5a. Hasegawa kit will

need no alterations.

A6M5b. The main difference to the 5b over the earlier models was the replacement of the 7.7mm starboard cowl gun with a 13mm machine gun. This affected the ammo feed access cover and the gun gas exhaust port on the starboard side.

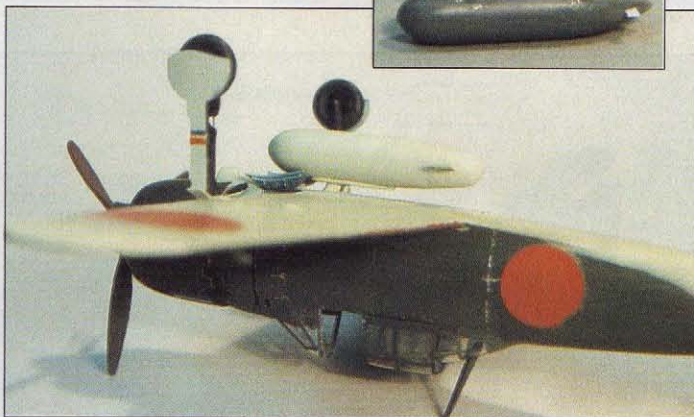
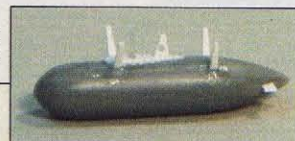
The first thing to do is to gently remove the kit's starboard representation of the gun barrel, this is best done using a sharp knife and a needle file. Next fill the gas exhaust port with filler and allow to dry, then hand drill a new exhaust using diagram 1 and 1a as a guide. Below this is a scribed panel, this is the access to the ammo bay, on the 5b and 5c this was enlarged to allow easier access. I found the easiest way to deal with this was to cut a small rectangular piece of 10 thou card 3mm x 2mm and glue this over the top of the original panel, when dry this can then be sanded down. All that now remains in this area is for the replacement gun barrel to be added, for this I used a cut down item from the Aeroclub range (G 007).

A6M5c. All the alterations for the 5b need to be made for the 5c with two additions. The area that represents the port gun barrel along with the port gas exhaust needs to be filled. If you intend to show your Zero with the canopy open the headrest will need to be made taller by adding a piece of 30 thou card sanded to shape, one way to avoid this job is to leave the canopy closed. The accompanying photos 6 and 7 show the needed alterations.

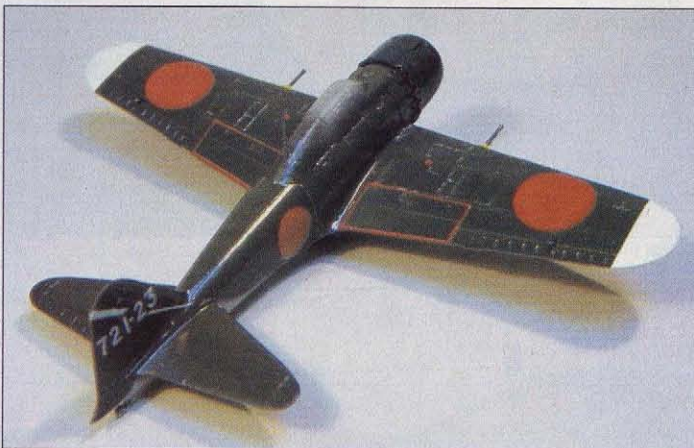


10. Overall view minus the cowl

12. The 5c's tank before being attached showing the 4 mounts



11. The auxiliary tank for the 5b has only one mounting point



13. A6M5b glossed prior to being weathered

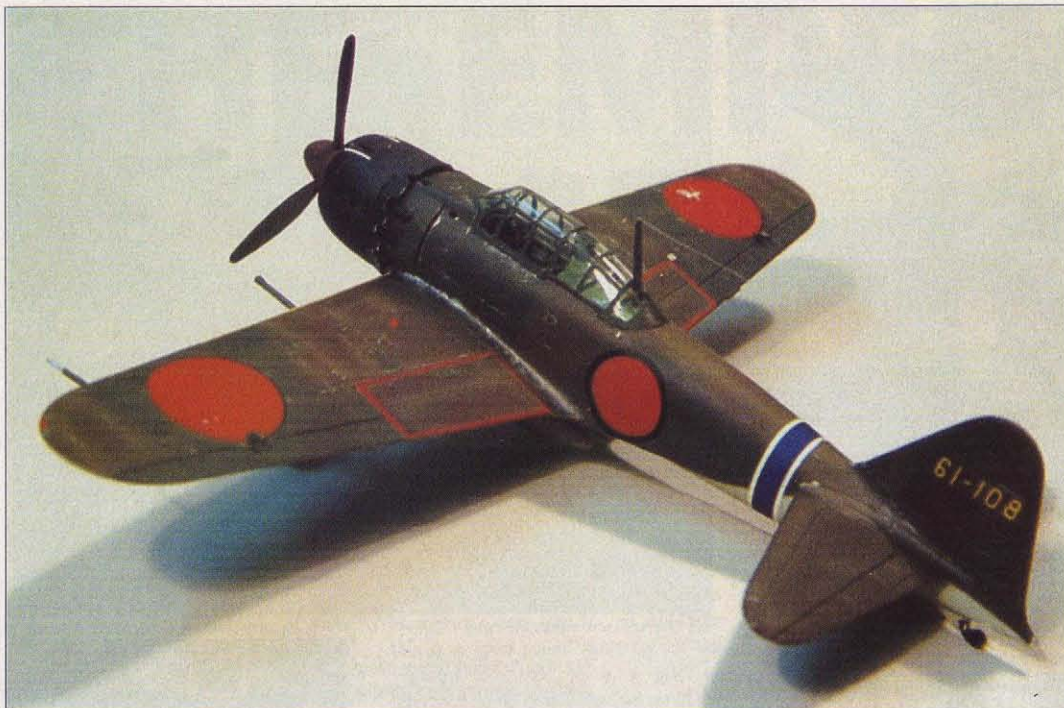


15. Close up of the front end of the 5b showing the details around the cockpit

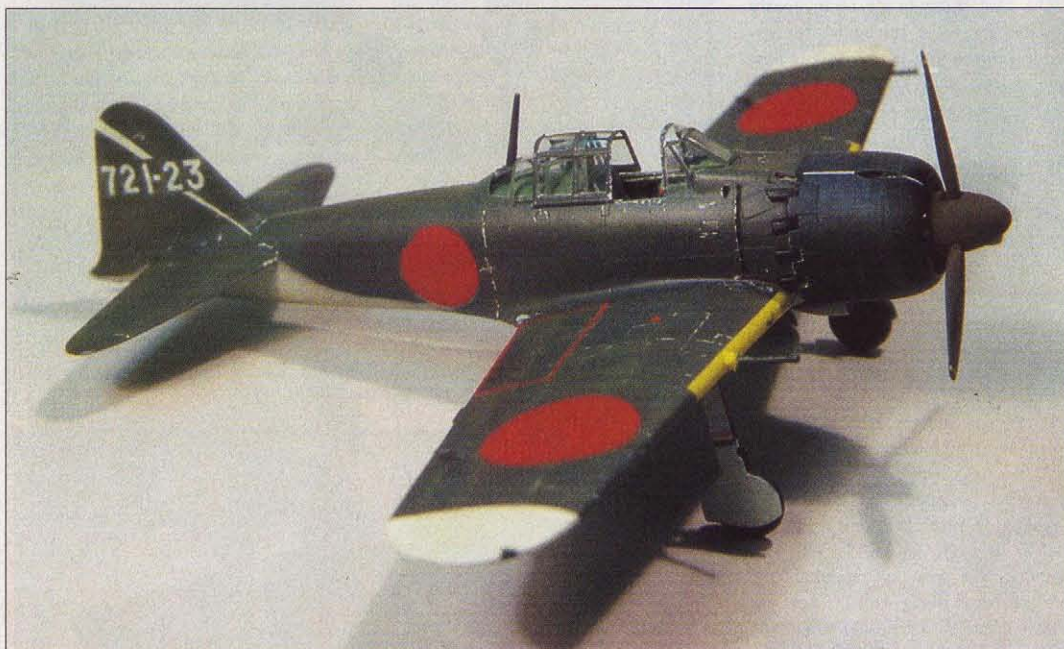


14. Head on view of the A6M5a, note the added intake in the wing leading edge





16. Overall view of the finished A6M5a



17. A6M5b of the 721st Fighter Group



18. The ultimate fighter the A6M5c, observe the very faded cowl

#### Stage 4

This stage is quite straightforward and involves constructing the rest of the fuselage. Following the plans attach the exhaust rings to the two halves of the fuselage, parts S2, S4 and S5, attach the cooling gills part S1 and assemble the engine. Before going any further the cowl will need some work if either the 5b or 5c versions are being built. To allow for the larger calibre of the starboard gun the exit trough on the starboard side of the cowl was enlarged, this again can be achieved using a fine needle file and a sharp knife, see diagrams 2 and 2a. When the desired cowl has been attained, this can then be added to the rest of the fuselage along with the tailplanes C15 and C18.

#### Stage 5: The Wings

This is both the easiest stage and the most difficult one depending on the version you are building. Two small omissions need to be corrected. Both of these corrections involve the lower wing section part R3. The oil cooler intake needs to have a splitter plate added, this can be made from a small piece of plasticard glued into position see diagram 3. The other is the inclusion of the cockpit ventilation duct, a small rectangular piece of the lower wing will need to be removed, the first cut should be at the half way point of the wheel well on the leading edge. The second cut should be made 2mm further outboard, the depth of this rectangle into the wing should be 1mm. Now join the upper wing panels R1 and R2 to R3 the lower wing section. Well that's the easy bit! Now the alterations for each version.

A6M5/A6M5a (early: build the wings straight from the box.)

A6M5a (late) A6M5b: for this version some work will be required. Late 5a's had the ammunition feed system to the wing cannons altered from drum fed to belt fed, to alter this on the kit several things need to be done. First the large bulge on the lower surface mid span will have to be removed, and a smaller one added in line with the cannon barrel just behind the wheel well. Secondly panel lines on the upper and lower surfaces of the wings will need to be altered. Thirdly the cartridge ejection exits need to be altered. Last but not least the base of the cannons need to be faired in.

A6M5c: With the emergence of the 5c there was yet another change to the wing armament resulting in yet more changes to the panel lines. The 5c introduced a 13mm machine gun to each wing, which means larger ammo bays. These 13mm guns can be made by using cut down barrels from the Aeroclub gun set G007. Also added to the undersides of the 5c's wings were a set of small bomb/rocket racks. To try to illustrate all these changes in words alone would take up pages so I have supplied a set of drawings diagrams 4 to 8a showing the relevant details, these along with photos 8 and 9 should assist you with all the necessary changes for whichever version you intend to build. Once all work on the wings is complete they can be offered up to the fuselage, if like me you build more than one version at the same time check



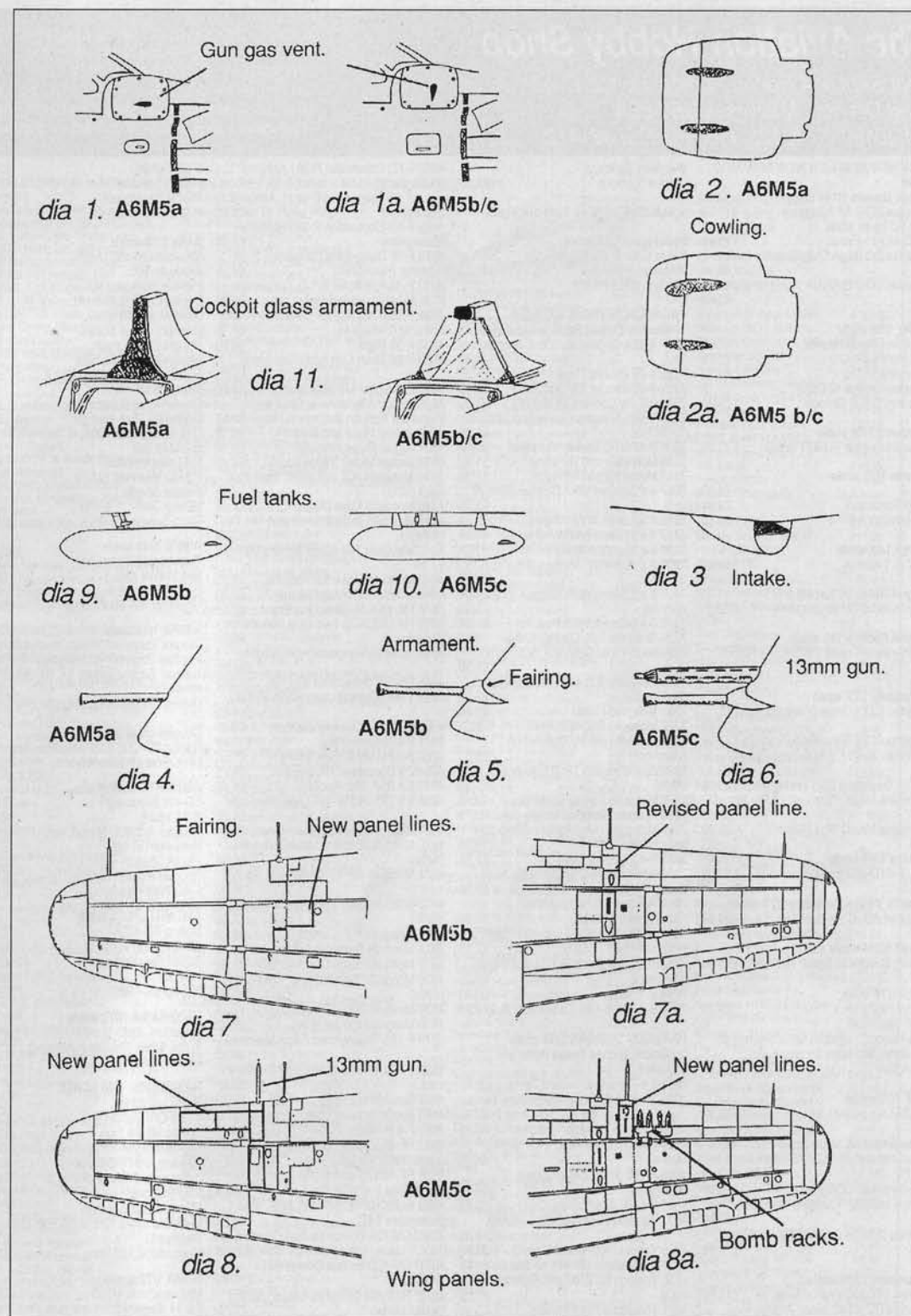
that you join the correct wing to the correct fuselage! Photo 10 shows the A6M5b once the wings have been added, but minus the cowl.

## Stage 6

All that remains now to complete your Zeros is to assemble the undercarriage, propeller assembly, fuel tank and canopy area. First the undercarriage, for all versions assemble as per kit instructions. One item, although not strictly part of the undercarriage, the arrestor hook (part C4) should be left off, all A6M5s were land based so this was deleted to save weight. The next item to tackle is the propeller. The kit item is fine for the A6M5, M5a (both) and M5b, but for the M5c the spinner will need to be enlarged slightly. To achieve this I assembled parts Q5 and Q6 leaving out the blades, covered the spinner in Milliput, allowed this to dry and then carefully sanded to the correct profile. The spinner needs to look the same in outline but should be 1mm wider across the backplate. When this is done the blades can then be added using Superglue. Next on the agenda is the centre line auxiliary fuel tank, this differs between the versions. If you model the A6M5a, early or late, the kit item can be used without any alteration, to use this item on both the A6M5b and 5c the tank will need to be altered. The first thing to be done once the two halves have been joined together (parts C13 and C16) is to remove the existing mounting point. For the 5b the rear end of the tank will need to be built up with filler to reduce the taper, when this is completed two small fins are added. The tank on the 5b was mounted to the fuselage by only 1 support, photo 11 shows the tank mounted on the finished model. The tank for the 5c has the same overall shape but has four mounting points. (photo 12) Drawings 9 and 10 of the tanks are included to help. All that should now remain to finish your model is to attach various items to the cockpit area. Common to all versions is the gun sight, this is simply made from small scraps of plasticard, this can just be seen in photo 6. The kit items C23 and Q3 are then added. If you are building the 5a attach the canopy and your Zero is ready to go to the paint shop! If however you are building the 5b you will need to add a piece of 20 thou clear plasticard to the inside of the windshield to represent the bullet proof glass. The canopy for the 5b can now be attached. For the 5c carry out the work described for the 5b but also add a clear piece of card to the headrest to simulate the rear armour protection, see diagram 11 for reference. Now whichever version of the Zero you have chosen to model should be ready to have its warpaint put on.

## Stage 7: Colour Schemes.

As followers of the series will already know this is my favourite part of any model that I build! The colour schemes for the 5 series Zero are basically all similar, but what makes the 5s stand out are the extra add on pieces of colour. Just prior to starting this project the editor (nice man) sent me a selection of Aeromaster Japanese colours to try, so that's what I did. Before starting all the



models were given a coat of Aeromaster primer as a base and also to show up any imperfections. Once an appropriate scheme had been chosen for each aircraft the task of applying the main colours started.

**A6M5a.** The aircraft I chose to build for this version was the number 2 option on the instruction sheet, a two tone version of the 261st Group. The paints used on this aircraft were all Aeromaster; 9090 Navy Green, 9090 mixed 50/50 with 9094 Earth Brown, 9091 Navy Grey and 9097 A/N ID Yellow.

**A6M5b.** This Zero caught my eye when I was looking through my FAOTW book! It is basically the same as the 5a (9090, 9091 and 9097) but has very striking white tips to the wings and a

lightening flash on the fin. This particular Zero is from the 721st Group.

**A6M5c.** A recent purchase of mine was the very good Aeromaster decal sheet on the Zero 72-068 (when is part 2 coming please Gaston?). There are two Type 5cs on this sheet, both very colourful, and as I had quite a few photos of option E I decided to opt for that one. This aircraft is from the 203rd Group based at Omure Air Base, Japan, 1945. All the photos of this aircraft show it to be in rather a sorry state, therefore I decided that all the colours would need to be toned down. Again for this aircraft I used the Aeromaster paints. Initially I was a bit wary of them as I had become used to the Xtracolour products, but I can confidently report to all that they are

superb! and on top of that they will mix with Xtracolour and Humbrol paints to give an infinite range of shades. Photos 13 to 17 show the final results of my little escapade into the world of the A6M5. What I had thought would be a short easy jaunt into the differences between the 5 series turned into a major undertaking! It just goes to show that not all is what it first seems. I hope that this article will inspire some of you to have a go at the late Zeros they look great. Also hopefully it should save you a lot of research time. The next Emperor's Wings will be another conversion job, the Ki-48 Lilly carrying the I-Go guided bomb. Until then, happy modelling.

Peter Fearis



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## ERTL

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 Douglas AD-4W Skyraider, Douglas A20 B/C Havoc/Boston, Henschel Ht129B, Curtiss P-40N Warhawk, Douglas A20G Havoc, MDD F4G Phantom Wild Weasel, Douglas A-20J Havoc.

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1:72 Heinkel He111 H-22 with Flying Bomb

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1:72 MiG-28 Havoc

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 1:72 MDD F-4F Phantom

1:72 Arado Ar240C-2 Nightfighter

1:72 Henschel Ht129B Tank Buster

1:72 Heinkel He111 H46

1:72 MDD F-101 Voodoo

1:72 Horton Ho229A Flying Wing

1:72 Arado A240-A-05

1:72 EF200 Eurofighter

1:72 North American F-82 Twin Mustang

1:72 Dornier Do17Z

1:72 Heinkel He115C1 Floatplane

1:72 Lockheed F-104G Starfighter

1:72 Douglas A-20C Boston III

1:144 Boeing E-29 AWACS

1:72 SAAB J35Gripen

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1:72 Martin B-26 Marauder

1:72 Messerschmitt Me110E

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1:144 Boeing 747-400 Lufthansa

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1:720 L2129 Hindenburg Airship

1:32 Junkers Ju87B2 Stuka

1:32 Vought F4U-1D Corsair

1:28 Fokker DVI Biplane

1:32 Messerschmitt Me262 with 50mm cannon or recon. version

1:28 Sopwith F.1 Camel

1:28 Spad XIII

1:48 Fokker D7 Triplane

1:144 Space Shuttle-Atlantis

1:48 Grumman F-14A Tomcat

1:48 MDD F/A18 Hornet D-Day

1:48 Grumman F-14D Super Tomcat

1:48 Panavia Tornado ECR

1:48 AH-64A Apache-Netherlands

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1:32 GD F16C Fighting Falcon

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1:32 MDD F-4F Phantom

1:32 MDD RF-4E Phantom Tigermeet

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1:48 Sukhoi Su7B Mk-Indian Air Force

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1:72 Sukhoi CH-53G

1:72 Boeing B17F Flying Fortress

1:72 Avro Lancaster Mk1

1:72 Focke Wulf W200C4 Condor

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# QUICK LOOK

This month I will take a look at some of the more recent kits to be released. I will start with the new 1/144th scale kits from Minicraft and once we have review samples these will be followed up by a complete review in a future edition. The inclusion of the Blue Max Pfalz D.XII is simply because the kit is limited to 1500 worldwide and they may well be out of stock once the complete review is published. The revised Do 217K2 is included because I bought it! No seriously this kit is revised in more ways than is made apparent by the box or any information that has previously been released, so I thought I would do this 'Quick Look' just to let you know what it is all about. If we receive a review sample of the kit in the near future it will be covered in the usual manner e.g. 'Preview' followed by 'Review'.

R.A. Franks  
Editor

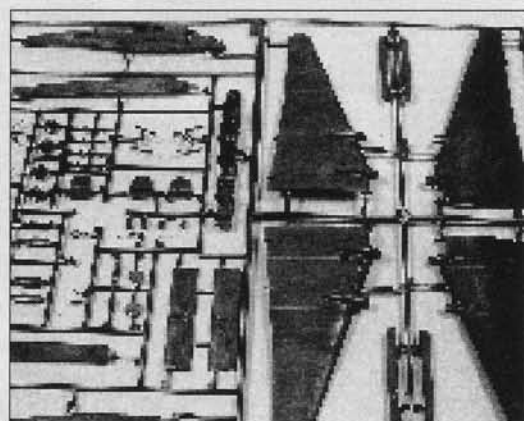
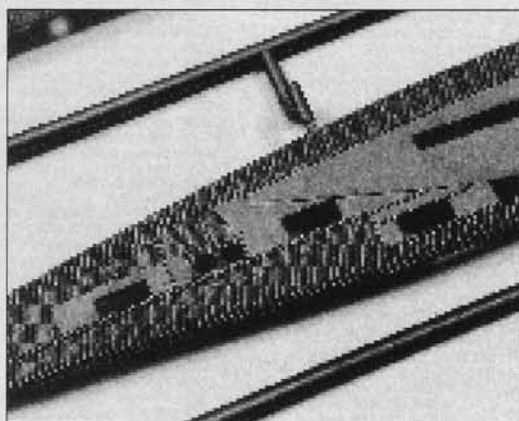
## Revell 1/144th Junkers G-38

When this kit was announced at the Toy Fair there were many, myself included, who made oh! and ah! noises. The idea of a series of classic inter-war airliners in 1/144th is not new but the choice of the G-38 by Revell is inspired.

Last year we had the excellent Junkers F-13 from them in 1/72nd scale and it featured excellent corrugated skinning. This kit, which is half the size, features corrugated skinning every bit as good as the F-13. The kit consists of fifty-six pieces injected in silver coloured plastic and twenty-three clear. Decal options are limited just to D-APIS "Von Hindenburg" and this is silver overall with black bands around each wing encompassing each engine unit. The quality of this kit is excellent and for £14.95 you get quite a lot of model. The detail is excellent with even the seats in the wing leading edges and some beautifully moulded four blade propellers. Having raved

about the kit I then thought; corrugated skinning + Revell decals = Oh \*+@! However looking at the decal sheet I was amazed, the images are GLOSSY! I will wait with interest to hear how reviewer Paul Gold finds this kit and if he likes it I will have one myself.

Overall Revell is to be given a big pat on the back for this kit, and inspired choice beautifully moulded and, by the looks of them, useable decals. This equation adds up to a Torvill and Dean score of 6.0 I think. ■



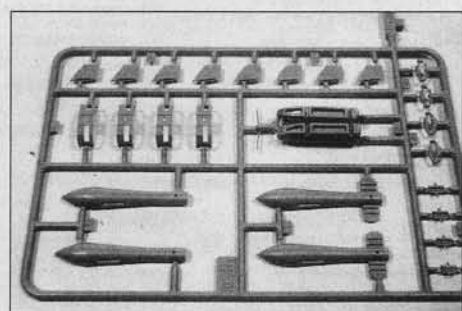
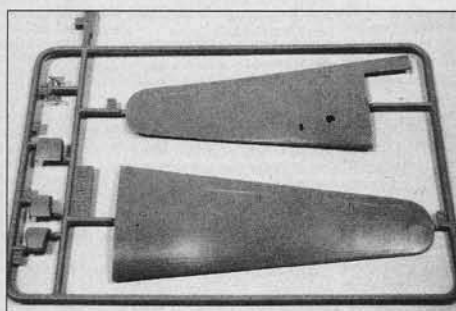
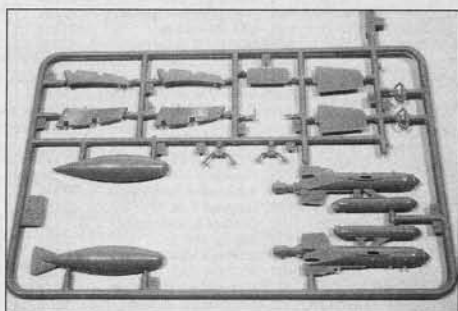
## Italeri 1/72nd Dornier Do 217K-2 c/w Fritz X

When this kit was listed at the Toy & Hobby Fair earlier in the year I for one was wondering if the kit would include the Fritz X's made by the

Now the box is entitled 'Dornier Do 217K2 with Gliding Bombs "Fritz-X" and Henschel HS 293' however when you look closely and think a bit you

the new outer panels. The instructions are not too accurate in regard to where you cut the wings but if each half is joined and you then cut at the inner aileron joint on the upper wing panel (Kit Pt. No. 37 & 38) you will find it all fits. The actual options in the kit are either two Fritz X's on inboard pylons or an Hs 293 under the outer

option is listed in being in a two-colour splinter pattern of greens on top and black underneath. I would have thought that this is supposed to represent RLM 70/71, although by 1943 I would have thought RLM 74/75 would have been better. Demarcation of the upper surface colours are high up the fuselage sides



Czech firm Condor. Well when it finally arrived in the shops I picked one up without hesitation (that's how I collect all models actually!) and on inspecting the contents of the box I discovered that both the Fritz X and Hs 293 offered in the kit are all new.

will recall that the type which carried these weapons was the long span variant - is this in the kit? I am glad to say 'YES' as Italeri have very cleverly supplied wing extensions for the existing kit parts, all you have to do is cut the wings at a set point and add on

panel of the port wing and a drop tank under the starboard.

Two colour options are offered in the kit, both of which were operated by KG 100, the first is coded 'Green T' with a '6' on the tail endplates and the other is 'Yellow B'. Each

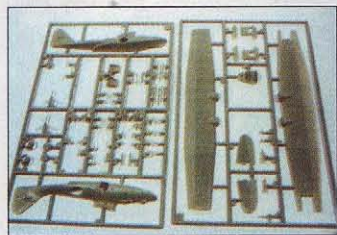
of the first option, and low down on the second.

Overall this is a kit well worth adding to any Luftwaffe collection in this scale. At just £8.10 the kit is excellent value, so why not have a couple ■



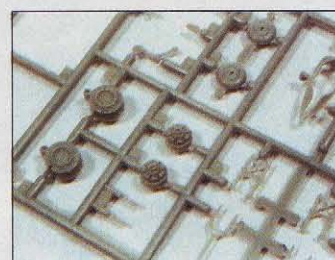
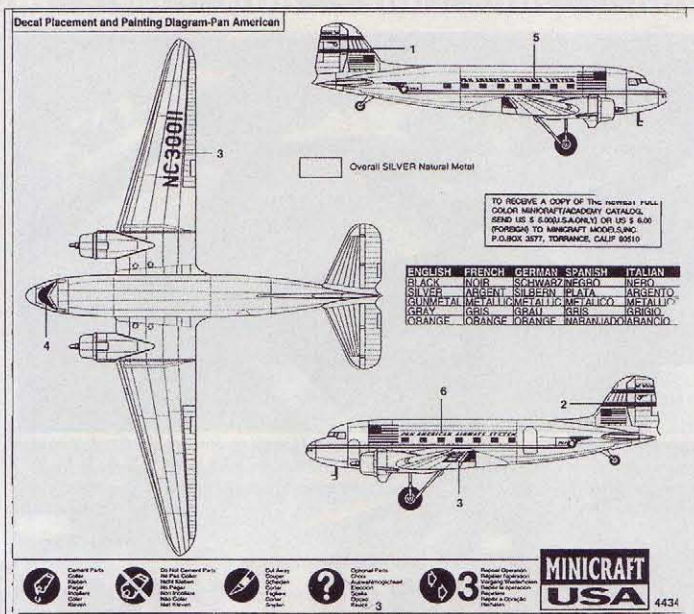
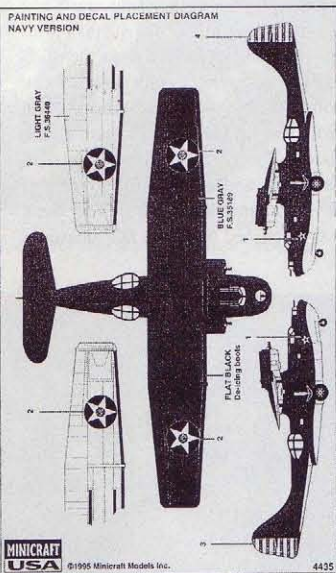
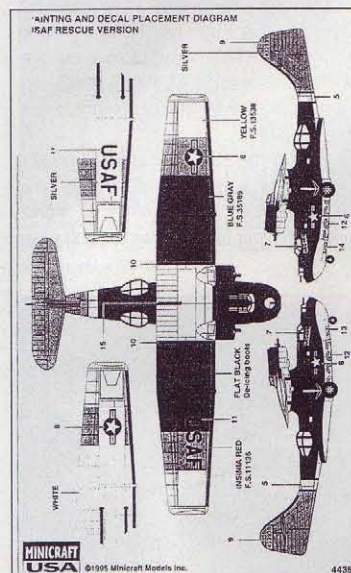
## Minicraft 1/144th PBY-5A Catalina & DC3

The long awaited 1/144th scale PBY Catalina and DC-3 have made their way into the UK in very limited numbers from the USA, where they are officially released. Each kit is due before long in the UK and they should retail for about £6.49. The 'Cat' features two decal options, neither of which are identified in the instructions, one is a USAF Air-Sea

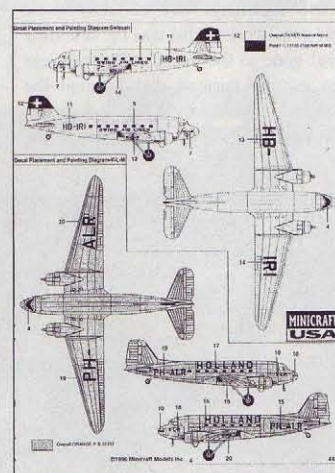


Rescue version whilst the other is a Naval version. The first option is basically Blue/grey over white but there are red bands on each wing as well as yellow bands outboard of them and an entirely red tail. The naval version is far more subdued, being Blue Grey over Light Grey. The kit features sixty-two grey and eleven clear parts. Three turret options are included and the airframe can have the undercarriage up or down. Surface detail is engraved and the level of detail and the finesse of moulding in this scale has to be seen to be appreciated.

The DC-3 kit features just thirty grey and one clear part. The kit features the recessed panel lines and some nicely



detailed engines. The only problem we spotted on our initial (quick) scan of the kit is the tail profile, it does not 'look' right. Three decal options are included, an overall silver Pan-American Airways machine, a silver and red Swiss Air example and an overall orange K.L.M machine. The neat touch here is that the windows come as decals and they are included with the fuselage titles or stripes. This does mean you don't have to fiddle lining it all up and at the end of the day you get two spare sets! ■



## Blue Max 1/48th Pfalz D.XII

Many of you I am sure are aware of this, the quarter scale side of the Pegasus operation. The range utilises the standard Pegasus injection moulded plastic and metal and the most recent release is the Pfalz D.XII. As this kit is limited in production and as it will therefore sell out very fast I thought I would mention it here so no one misses out. The model is made up of twenty-five injected plastic components and twenty in metal. The plastic parts consist of the wings, fuselage halves, tail and rudder, wheels, propeller, separate ailerons, engine sump, cowl base, seat, exhaust stack and cockpit floor. The metal parts are all the struts including the undercarriage, front and

rear cockpit bulkheads, engine cylinder block and rockers, radiator front, machine guns, tail skid and control



column. The quality of all the parts is excellent and the kit also comes with decals for two options; 2454/18 flown by Lt. Max Kanmer of Jasta 35 and



2486/18 flown by Lt. Paul Vogel of Jasta 23b. Each machine features either four or five colour lozenge fabric on one or both of the wings. This is the only drawback with it as these decals are not included. You will either have to obtain them from Pegasus at £7.49 a sheet, or from another source. This does of course raise the overall cost of this kit from the 'basic' £19.99 price tag to £27.48 and that is expensive, limited or not. ■



A photograph of a Consolidated PSY-2 aircraft on display. The aircraft is a twin-engine, high-wing plane with a yellow fuselage and wings, and a white tail. It features a red V-shaped marking on the nose and two star insignias on the wings. The aircraft is mounted on a grey base. A small white label with the text "CONSOLIDATED PSY-2" is visible in the bottom right corner. Other aircraft models are visible in the background.

A detailed model of a biplane, possibly a Sopwith Pup, is displayed on a textured, brown, fibrous base. The biplane has a light-colored upper wing with a blue and white circular insignia, and a darker lower wing with a similar insignia. The fuselage is dark, and the tail is light-colored. A small figure of a pilot is seated in the cockpit. A small, dark, vintage-style car is positioned on the base in front of the biplane. The entire model is set against a dark, textured background.

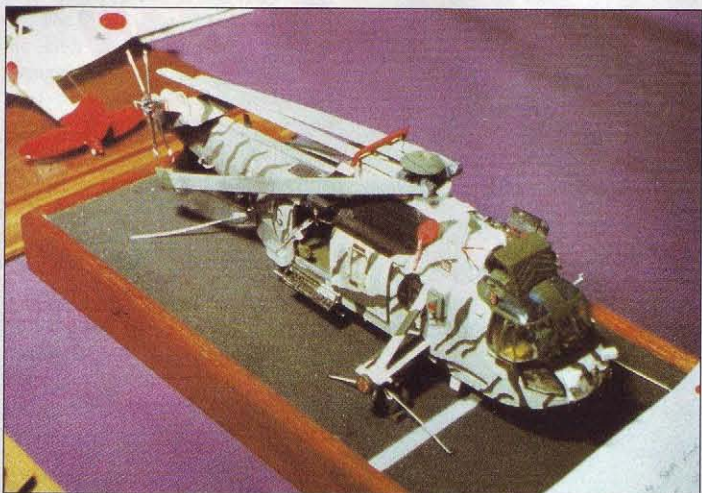
A yellow model of a Sukhoi Su-26 fighter jet is displayed on a black base. The model features a red square on the fuselage and a red stripe on the tail. A small orange ladder is attached to the side of the fuselage. A black plaque with white text is positioned in front of the model. The text on the plaque reads: "Sukhoi Su-26", "Designed by", "Sukhoi Design Bureau", "Moscow, USSR", "1970". The model is set against a purple background.

*SCALE AVIATION MODELLER International*

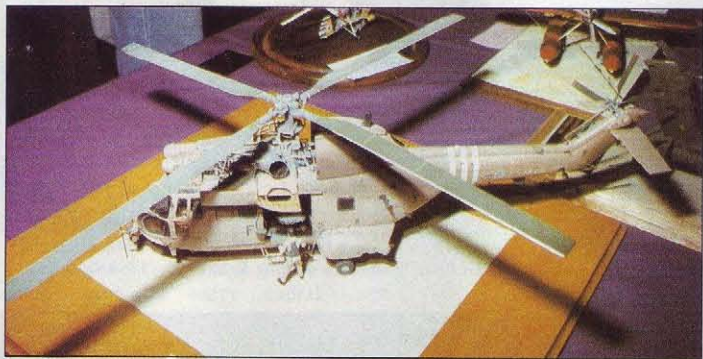




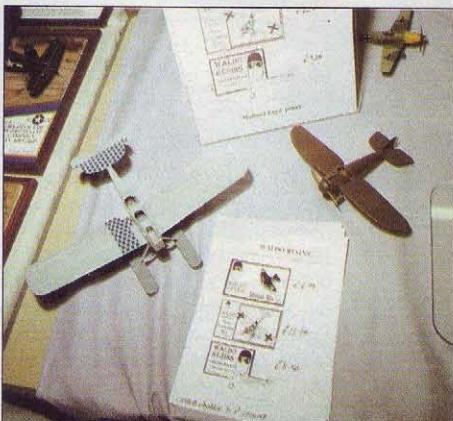
Can you believe that the wood effect on the wing of this scratchbuilt Fokker F.III is hand painted! Well it is and I take my hat off to Peter Westbrook for it, you're a far better man than I!



This nicely modelled RN Sea King Mk 4 was based on the Airfix kit can you believe. Stowing the rotors gives the model such a different look and really must ease finding a display case for it



Wow! This 1/32nd scale Puma was superdetailed and weathered to perfection. Based on the old Matchbox kit the model was updated to a Gulf War version



On show for the first time was the new Bristol M1C and Hansa Brandenburg W.29 in 1/48th scale from Waldo products. Each kit is resin and the W.29 has since been revised a little



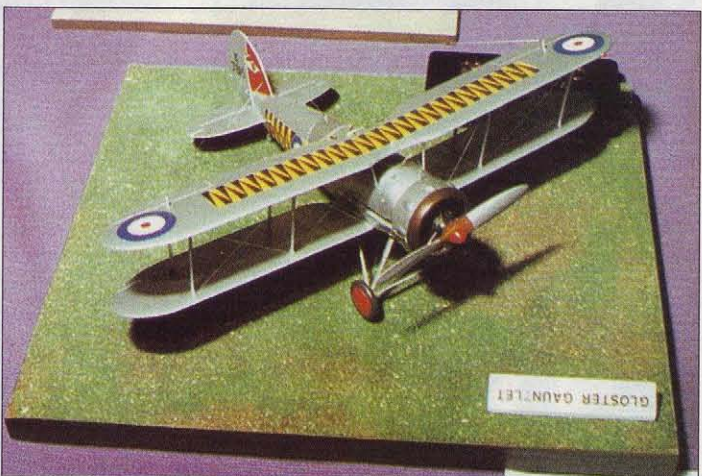
A very stunning conversion based on the old Artiplast SM.79 kit was seen on one of the club stands. The artwork etc is based on a period cigarette card of the time and it certainly makes for a very different looking model



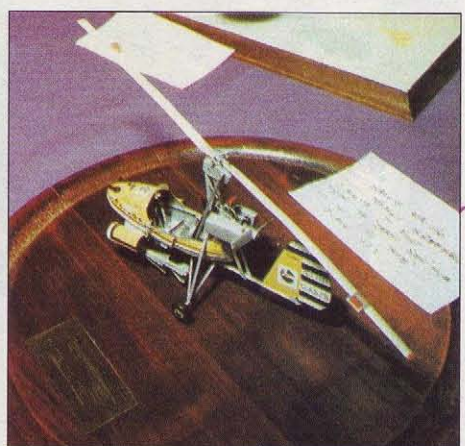
Seen on one of the club stands was this excellent collection of Sea Flankers in 1/72nd scale. Each is based around an Italeri kit and they made a most eye catching collection



The AMT Boston kits have proved very popular and this version was nicely finished in Free French Air force markings



I do like inter war 'golden wing' biplanes, even if I can't build them. This lovely Aeroclub Gloster Gauntlet certainly caught my eye on the competition table



This Wallis WA-116 Autogyro was totally scratchbuilt to 1/27th scale. It is depicted as seen in the Bond movie 'You only live twice'



A detailed model of a P-40 Warhawk fighter plane, painted in silver and yellow, with "PA 69" and a star insignia on the fuselage. The model is displayed on a dark surface, surrounded by other model aircraft parts and a yellow propeller.

A collection of model airplanes is displayed on a table. The models include a small propeller plane in the top left, a yellow biplane with 'DPI' on its side, a dark green biplane, a red and white striped biplane, and a small green biplane on the right. The models are arranged on a surface decorated with patterned borders.

A collection of model aircraft is displayed on a light-colored surface, possibly a table, which is decorated with several rectangular borders featuring a repeating knot or Celtic pattern. The most prominent model is a large, dark green and brown camouflaged fighter jet, likely a MiG-29, with the markings '99J' and '644' on its tail. To its left is a smaller, light-colored helicopter. Above the large jet is a small, light-colored propeller-driven aircraft. To the right of the large jet is a small, dark-colored jet. In the bottom right corner, there is a white jet with blue and yellow markings, including the number '5'. The background is a plain, light-colored wall.

SCALE AVIATION MODELLER International



had made your way up a small staircase you found yourself in the most ornately decorated main hall. This was the club and trader's area and it proved to be a most attractive area in which to spend the weekend! Entitled 'It's a Small World 96' the organising club is, as you will tell, for youngsters. Dominique Jadoul is the driving force behind the club and the success of the show is entirely his doing. Supported in all their activities by Revell (GB), the club meets on a regular basis at the Lordwood Public Library (each Saturday) to encourage modelling as a hobby.

The enthusiasm of these children, who range from 4 to 16, is quite contagious and clubs such as this deserve to succeed or our hobby will die. The enthusiasm of the members of the club and the areas in which younger modellers find interest is a good pointer to how this hobby has evolved of late. When I was young (shouldn't I say that with a trembling old voice!) I built aircraft models, most of our readership will remember Airfix kits at Woolworths, Blister packs and 'Dogfight Doubles'.

The whole industry seemed geared only for aircraft, with the occasional car etc coming over from American sources such as Monogram. Today the hobby for children is dominated by sci-fi and armour. They seem to have more interest in these topics and they want to build them. Aircraft probably feature well down the list and may well be bottom! Look out aviation modellers, here comes 'alternative' modelling.

Due to Dominique's connections with Belgian (his home country) modelling groups, a few of them were present at the show and most of the senior awards seemed to be heading back to that country. The event overall was a great success and the traders seemed to be having a good time.

The event is certainly one which I hope other model clubs and societies will attend next year, as it makes a change from the heavy 'anorak' sessions that so many 'serious' shows now seem to be. As to yet a confirmed date is not known for the 1997 event, due to the refurbishment of the current venue, but we will keep you posted in our events columns once the dates etc are released.

My thanks to Dominique and the club for inviting us along and it was great to talk to all of you who came by the stand during the two days. I love a good natter and the fact that there were models to look at as well just made it the more enjoyable.

The competition was very well attended at the show, with over 200 entries. I had a good time helping out with judging and hopefully I didn't play the 'devils advocate' too much! The models entered in the competition were not all aircraft and we have therefore only include those with an aviation content in the listing to the right.

## Senior Classes

- 1a. Civil Aviation 1/100 and smaller  
C = Peter Westbrook (UK): Martin M130
- 1b. Civil Aviation larger than 1/99  
C = Jean-Marie Denoncin (B): Pitcairn Autogyro  
C = Peter Westbrook (UK): Corben Super Ace  
HC = Peter Westbrook (UK): Weddel-Williams Racer  
VHC = Claude Smits (B): Cessna Citation
2. Military Aviation 1/100 and smaller  
C = Peter Westbrook (UK): Tupolev Tu-95D
3. Military Aviation 1/99 to 1/72  
C = Peter Westbrook (UK): Cant Z501  
C = Claude Smits (B): A10 Thunderbolt II  
HC = Peter Westbrook (UK): A.W Siskin IIIa  
VHC = Peter Westbrook (UK): Consolidated P2Y-2
4. Military Aviation 1/71 to 1/48  
C = Christophe Cambier (B): P-47N Thunderbolt  
C = Mick Pitts (UK): P-51D Mustang  
C = Peter Westbrook (UK): P-36A  
VHC = A Renier (B): Alouette II
5. Military Aviation larger than 1/48  
C = Jean-Marie Denoncin (B): Nieuport 23  
HC = Peter Westbrook (UK): Seversky P-35
6. Aviation Scratchbuilt  
VHC = Peter Westbrook (UK): Fokker F.III

## Overall Aviation Winner

A. Renier (B): Alouette II

29. Dioramas  
C = Jose de Silva (B): Mosquito FB.VI  
VHC = S.Spooner (UK): Vietnam

## Junior Classes

30. Aviation  
C = Sarah Parker (UK): P-51B Mustang  
C = Daniel Parker (UK): A-4 Skyhawk  
C = Jason Balestrini (UK): Spitfire Mk.V  
C = Paul Dickson (UK): OH-58 Kiowa  
C = Martyn Sklayne (UK): Fw 190D  
HC = Giles Balestrini (UK): Yakovlev Yak-24  
HC = Sarah Parker (UK): Karman Seasprite  
VHC = Andrew Noble (UK): F-14 Tomcat  
Winner = Andrew Noble (UK): AH-64 Apache
36. Diorama  
C = Giles Balestrini (UK): Pacific!  
C = Martyn Sklayne (UK): B-25  
HC = Richard Fuller (UK): Tally Ho!  
HC = Martyn Sklayne (UK): Kittyhawk

## Special Awards

Public Choice: S.Spooner (UK): Vietnam  
IPMS Brussels Award: Sarah Parker (UK): P-51B Mustang

## Key

UK = United Kingdom  
B = Belgium  
F = France  
C = Commended  
HC = Highly Commended  
VHC = Very Highly Commended



The awards ceremony at the end of the show. Plaques were given to the junior...



...and senior winners...



...as well as kits and accessories donated by Revell (GB) and supporting traders. All were gratefully accepted!





## Squadron Markings

In the UK, the classic mid-wars 'Silver wings' period was one of distinctive coloured designs, bands and markings carried on many RAF and Fleet Air Arm aircraft. Not so the RAAF.

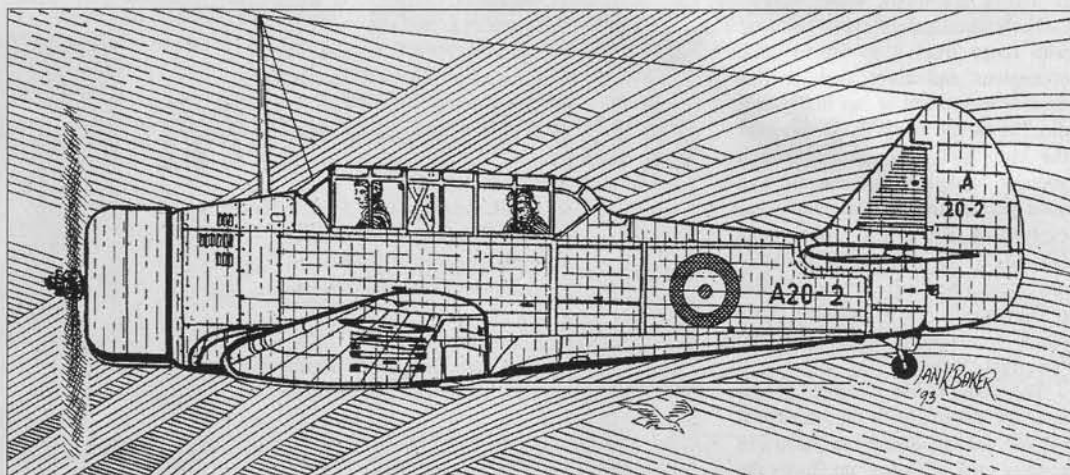
Documents remain which show that during 1936 the COs of RAAF Richmond and RAAF Laverton, two principal Air Force bases, did indeed put forward a proposal that air to air recognition of their units' aircraft when flying joint exercises (each base then accommodated two squadrons of Demons) would be greatly assisted by the use of some kind of distinctive marking.

This writer does not presume to know what those officers might have had in mind. Something similar to the RAF's fighter markings of the time is more than likely. But if that was the case, they were bound to be disappointed with the dour response they received in 1937. Each was (rather grudgingly it seems) permitted to have simple "special markings" on the aircraft of just one squadron at their air base, thus achieving some kind of visual distinction by having one squadron of 'haves' and one squadron of 'have nots'. These special markings would consist of one 5 inch (125mm) roundel blue band aligned with the roundel centre and encircling the fuselages of No. 21 Sqn. aircraft, and two similar bands aligned with the roundel circumference encircling the fuselages of No. 22 Sqn. aircraft.

No other special unit markings were ever worn by RAAF aircraft in the 1920s and 1930s. Apart, that is, from some intriguing and short lived chequered pennants on the sides of several of the first Wapitis, glimpsed in an old newspaper photo of November 1929, but about which this writer knows absolutely nothing.



## Australian Air Force Colours and Markings: The 1930s



Having selected North American's design, Australia ordered one NA-16-1A (fixed w/c) and one NA-16-2K for evaluation, out of which evolved the CAC Wirraway. Serialled A20-1 and A20-2, they were received wearing a bright, smart overall Aluminium finish except for dark walkways on both inner wings, roundels and serials applied in RAF fashion

### Changes to National Insignia

As a generalisation it would be true to say that RAAF national insignia marking practice followed the lead set by the RAF. The RAF specified a reversal of the order of its rudder stripe colours in August 1930, and the RAAF announced the same change in late October that year, to be effected by the start of 1931.

It would appear that the next changes came with new equipment marked up in new ways. From August 1934, the RAF required that wing roundels should not overlap on to ailerons, and the rudder stripes were no longer to be worn. It appears probable that an RAAF changeover to conform with this new markings style commenced with

the receipt of its first Demons in May 1935. Thereafter, various other new types were required to be marked in similar manner. Visual evidence suggests older aircraft continued wearing their older style markings, including rudder stripes, with no thought of bringing them "into line", at least not until complete refurbishing came due.

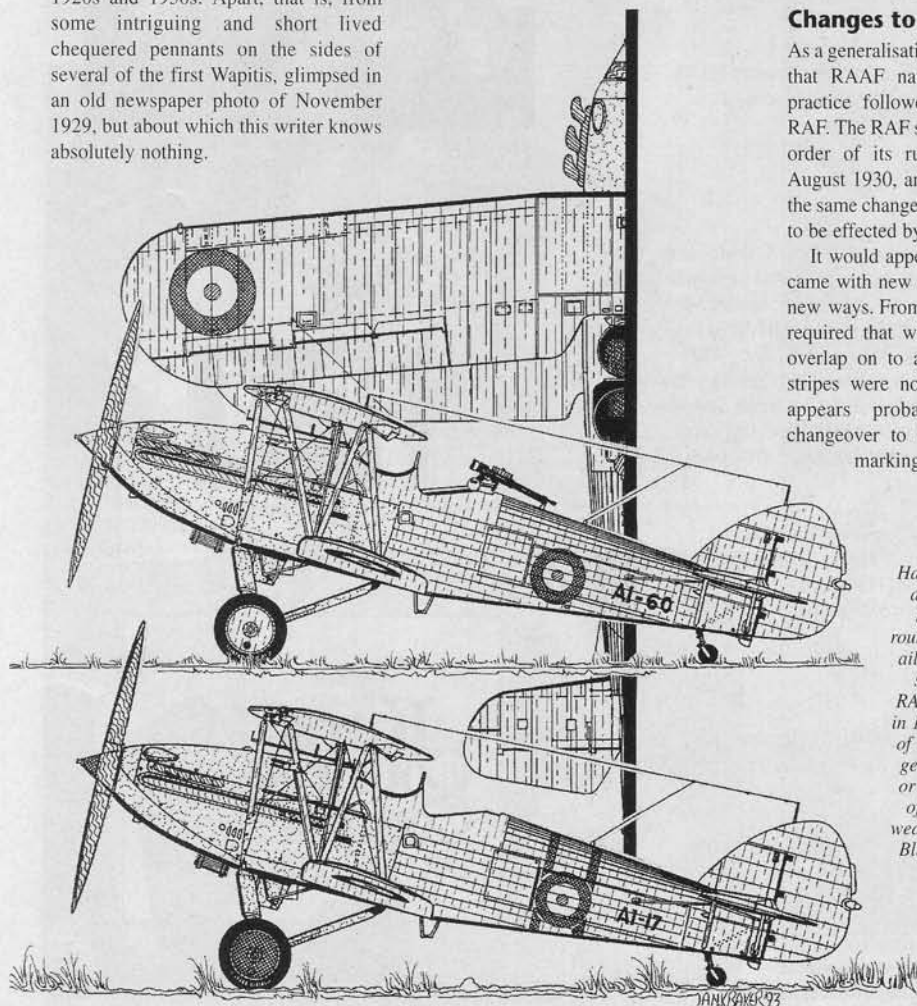
In Britain at the time of the Munich Crisis in 1938, the RAF's upper and side roundels were altered in accordance with a pre-arranged plan to the low visibility red and blue style hitherto carried on night bombers. The 'dull' night bombing shades of red and blue were to be used. In Australia at that time imminent aerial

attack was not a consideration, however during 1939 it was decided the RAAF should adopt current RAF colours and markings practices. So from late September 1939, green and brown camouflage with similar red and blue low visibility roundels were required for such 'front line' aircraft as the Australian Air Force had (see below). However, it must be noted that there were no 'dull' insignia paints available at that time and the earlier gloss 'bright' roundel colours continued to be used. In RAAF use, this new roundel (it was quite new to the RAAF) was later termed "M1" type.

### Serials Changes

The first prefix of A prefix serials ended with A12. In 1935 a new series was started with the arrival of the first of the RAAF's next generation of aircraft, the Demon, which became 'A1'.

Another new type to fly with the Air Force was the Anson: the first RAAF operational monoplane, the first to have retractable undercarriage, and the first to have a modern enclosed gun turret. Seagull V and Anson deliveries from the UK through 1936, '37 and '38 brought aircraft marked up with Australian serials repeated on rudders and on wing undersides, RAF style. The RAAF appears to have accommodated this new markings development in its turn, making underwing serials a new markings requirement. Serials repeated on rudders clearly became officially acceptable, and continued to be worn on those aircraft marked in this way.



Hawker Demons A1-17 and A1-60. Insignia revisions featuring roundels not overlapping ailerons and no rudder stripes came to the RAAF with the Demons in 1935. A1-60 is typical of 1930s RAAF aircraft generally, with no unit or individual markings of any kind. A1-17 is wearing the two Insignia Blue fuselage bands of No. 22 Sqn, as mentioned in the main text



Underwing serials were applied large, and in the same manner as RAF underwing serials. An easy way to remember which way round the serials go, is to remind ones self that the A of the prefix was always closest to the underwing roundel.

## Squadron Letters

It was Aircraft General Instruction No. C.11 of September 22, 1939 which introduced low visibility red and blue roundels and camouflage to Australian Air Force aircraft. It also allocated single code letters to all squadrons and units. These code letters were presumably intended to be an aid during combined exercises, for they could not possibly have been introduced for any security reason as letters were assigned

alphabetically through the list of squadrons!

Squadron	Code
1	A
2	B
3	C
4	D
5	E
6	F
7	G
8	H
9	J
10	K
11	L
12	M
13	N
14	P
21	R
22	S
23	T
24	U
25	V
Comm'n & Survey Flight	W
No.s 1 & 2 A.T.S.	X
No. 1 F.T.S.	Y
C.T.E.	Z

The code letters were to be 48 inches (1219mm) high, unless this size proved impossible to fit on to the aircraft, with strokes of 6 inch thickness. In view of the fact that the instructions simply said they were to be applied "forward of the national marking on both sides of the fuselage", it is easy to see how some units decided to apply them either side of

the fuselage noses. The specified colour alternatives for these code letters, and for serials too, was henceforth "(a) grey on camouflage finished surfaces" and "(b) black on dull or bright aluminium surfaces".

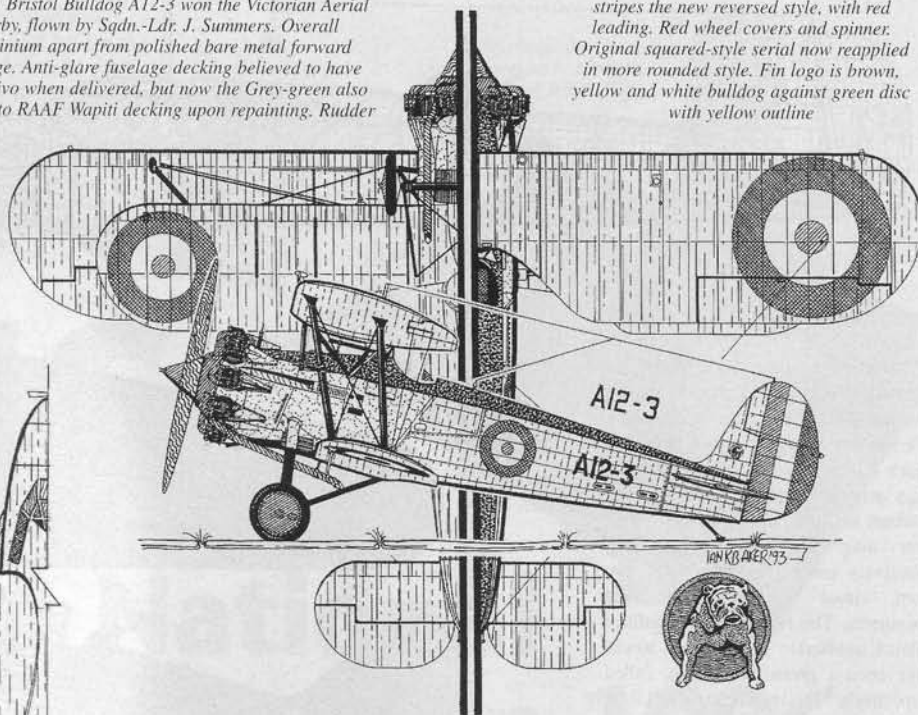
## Doping Scheme Changes

RAAF doping schemes changed twice during the midwar years. At first, clear acetate dope was used, in conformity with RAF practice. Then in 1926, a partial changeover to pigmented nitro

cellulose dope was made. This was because the nitro dope was found to be equally satisfactory for most purposes at little more than half the cost of acetate dope, which continued to be used in the sticking down of tapes due to its slightly

In 1931 Bristol Bulldog A12-3 won the Victorian Aerial Derby, flown by Sqdn.-Ldr. J. Summers. Overall Aluminium apart from polished bare metal forward fuselage. Anti-glare fuselage decking believed to have been Nivo when delivered, but now the Grey-green also applied to RAAF Wapiti decking upon repainting. Rudder

stripes the new reversed style, with red leading. Red wheel covers and spinner. Original squared-style serial now reapplied in more rounded style. Fin logo is brown, yellow and white bulldog against green disc with yellow outline



greater adhesive property. Worries about non-conformity with RAF practice apparently led to the RAAF reverting in 1928 to the use of acetate dope, but this

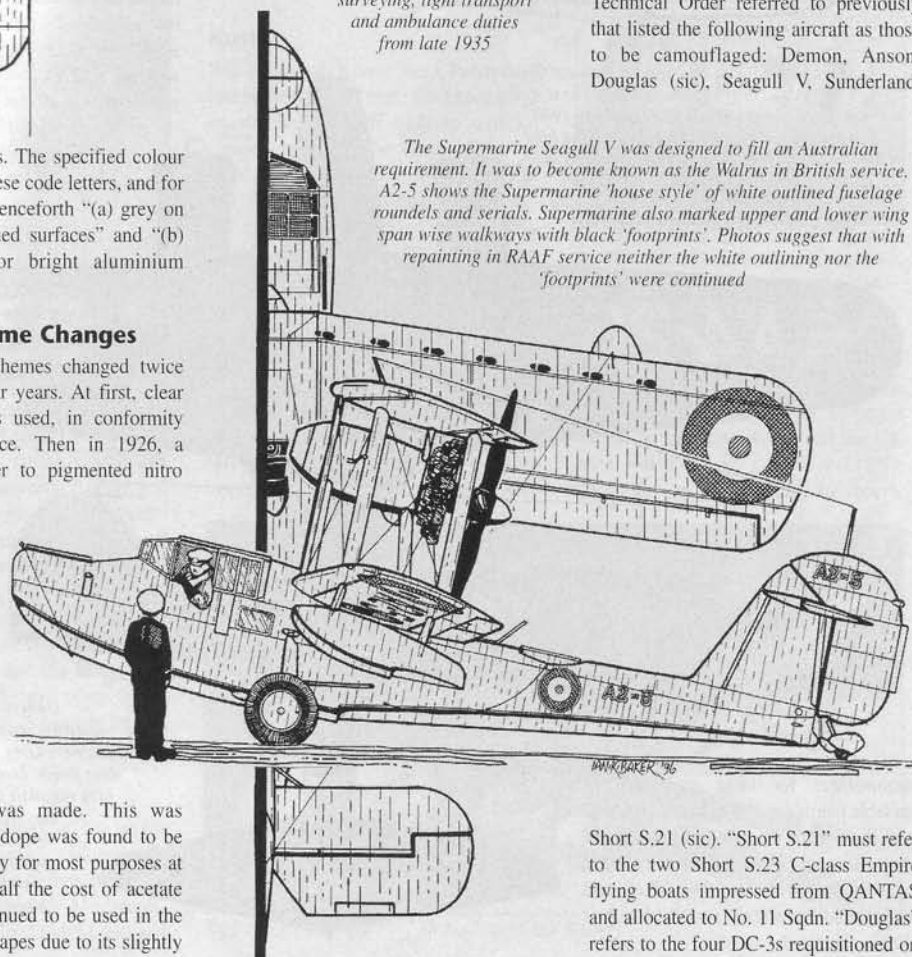
Gannet A14-5. Designed by Wng.-Cdr. (later Sir) Lawrence Wackett, the Gannet was a seven-seat utility transport. One of several largely forgotten Australian designed and built aircraft types of the 1930s, the RAAF operated six for diverse surveying, light transport and ambulance duties from late 1935

time in pigmented form. However, when in January 1934 the Munitions Supply Board indicated that its acetate dope plant would now require comprehensive (i.e. expensive) overhaul if it was to continue production the decision was taken, during the first half of 1934, to cease all use of acetate dope and to once again adopt the use of nitro cellulose dope. (From a Minute Paper of May 1934.)

## Camouflage Introduced

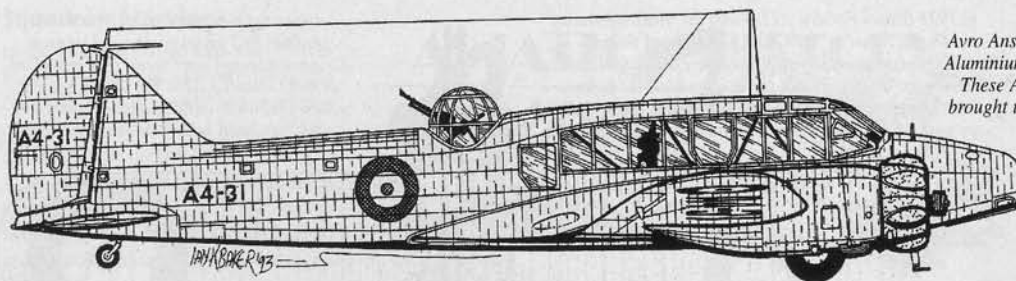
It was that same September 1939 Technical Order referred to previously that listed the following aircraft as those to be camouflaged: Demon, Anson, Douglas (sic), Seagull V, Sunderland,

The Supermarine Seagull V was designed to fill an Australian requirement. It was to become known as the Walrus in British service. A2-5 shows the Supermarine 'house style' of white outlined fuselage roundels and serials. Supermarine also marked upper and lower wing span wise walkways with black 'footprints'. Photos suggest that with repainting in RAAF service neither the white outlining nor the 'footprints' were continued



Short S.21 (sic). "Short S.21" must refer to the two Short S.23 C-class Empire flying boats impressed from QANTAS and allocated to No. 11 Sqdn. "Douglas" refers to the four DC-3s requisitioned on





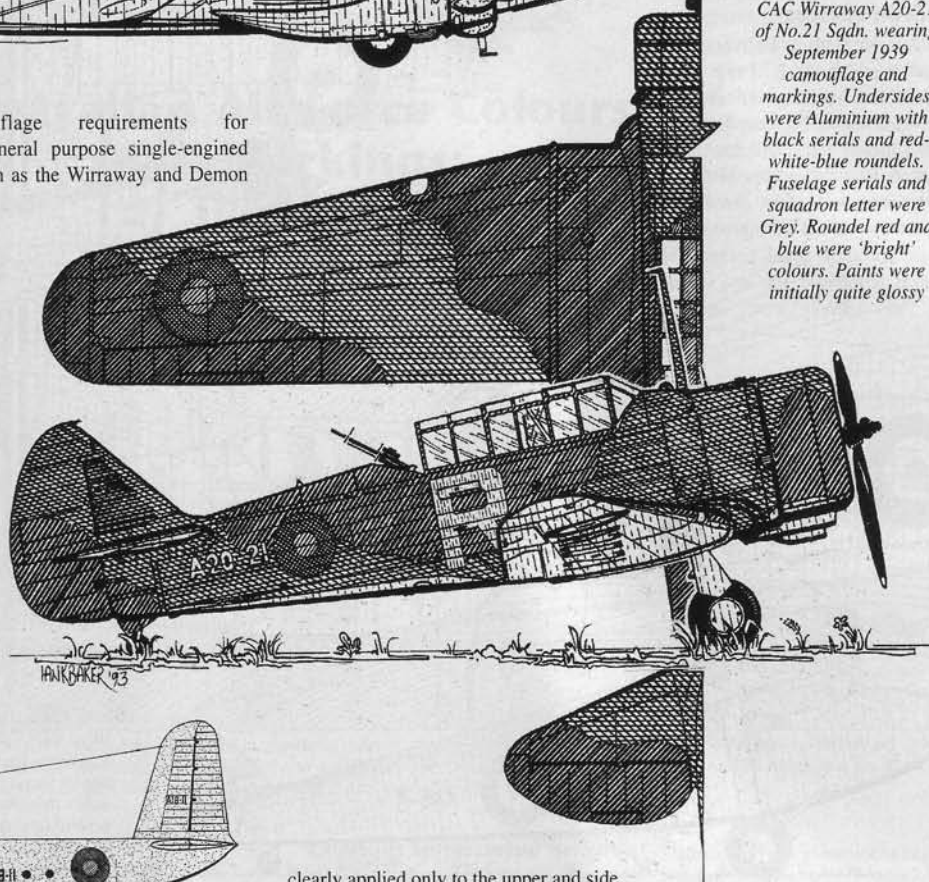
Avro Anson A4-31 was delivered in October 1937, finished Aluminium overall except for polished bare-metal cowlings. These Ansons, together with Seagull V's appear to have brought underwing serials to the RAAF. Serials on rudders never became a marking requirement

charter from Australian National Airlines.

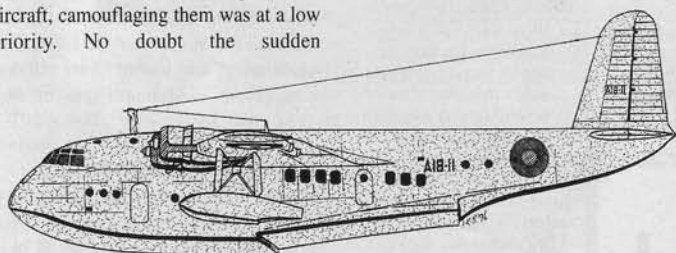
Unfortunately, specific details of camouflage colours and patterns are not given in AGI C.11. Instead the document refers us to a series of Diagram Drawings which this writer has never sighted and fears may be lost for ever and whose numbers do not match those sighted on later diagrams. However we can tentatively piece together the picture from visual evidence and later documents. The two upper camouflage colours applicable at this time would have been a green and brown, called respectively "Foliage Green" and "RAF Dark Earth". More about these and other colours next time.

Full implementation of AGI C.11 took months. The rarity of photos of camouflaged Demons suggests that in view of the fact that they were really at the end of their lives as operational aircraft, camouflaging them was at a low priority. No doubt the sudden

Camouflage requirements for fighter/general purpose single-engined types such as the Wirraway and Demon



CAC Wirraway A20-21 of No.21 Sqdn. wearing September 1939 camouflage and markings. Undersides were Aluminium with black serials and red-white-blue roundels. Fuselage serials and squadron letter were Grey. Roundel red and blue were 'bright' colours. Paints were initially quite glossy



Short S.23 A18-11, ex-Imperial Airways G-AEUA Calypso with No. 11 Sqdn. as it appeared sometime late 1939 or early 1940. Unpainted, with September 1939 red and blue roundels. Application of serial forward of fuselage roundel is a curiosity. Serials believed not to have been applied to wing undersides, but this may be incorrect

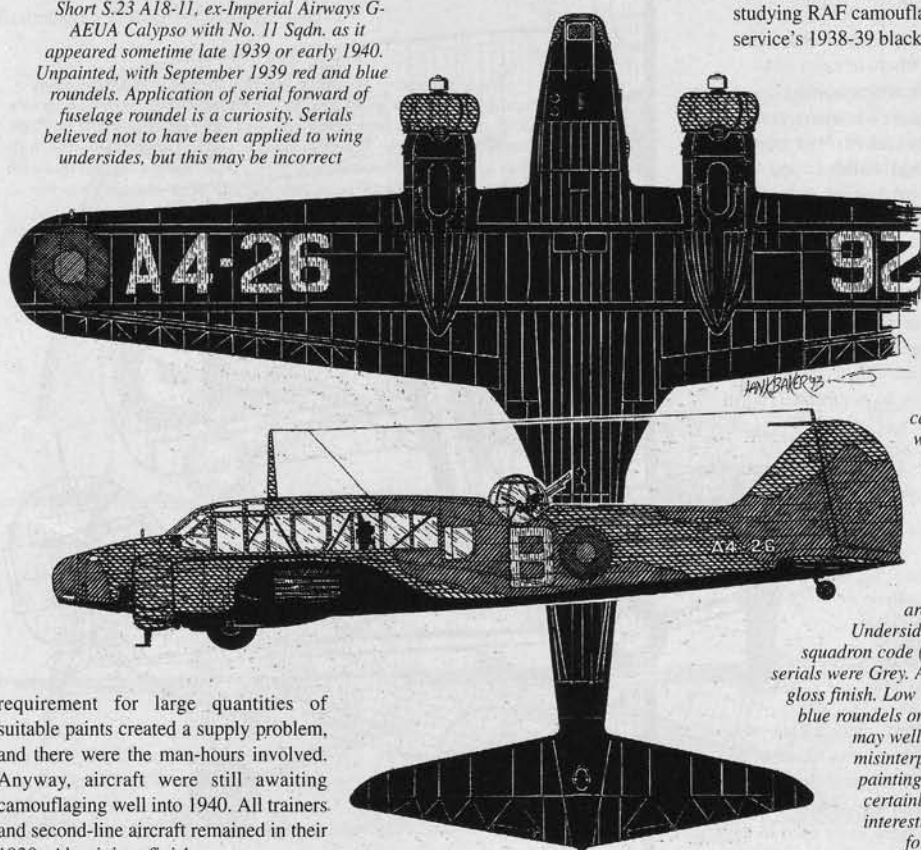
clearly applied only to the upper and side surfaces. The undersides of these aircraft remained unaltered: Aluminium with red-white-blue roundels and black serials. No doubt as a direct result of studying RAF camouflage diagrams, that service's 1938-39 black undersides for all

bomber and bomber transport types came to be applied to RAAF Ansons, and the chartered DC-3s although, in the event, their duties turned out to consist of more coastal patrol than transport.

Also probably as a result of waiting upon the RAF's lead in these matters, the RAAF camouflaging instructions issues in September 1939 could not refer the reader to specific camouflage Diagram Drawings applicable to its flying boats, the Seagull Vs and Short S.23s. So all QANTAS markings were removed from the Empires, serials and the new roundels applied, but otherwise the big 'boats remained unpainted at that time. The Seagull Vs were already in service and even to start altering their roundels would appear to have been considered premature as we find no photos of any of those aircraft carrying red and blue roundels on their 'silver' tops and sides.

Particular thanks to Colin Owers, David Vincent and Bob Wills for generously sharing their files with me

Ian K. Baker



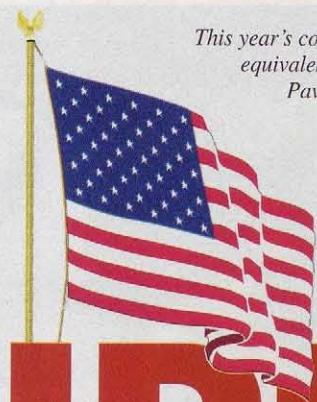
Avro Anson A4-26 wearing September 1939 camouflage and markings. Presumably the camouflage pattern was based upon an appropriate RAF one. A photographic source suggests that the camouflage wrapped right around the cowlings. Undersides were night. The squadron code (No. 2 Sqdn.) and serials were Grey. All colours had a gloss finish. Low visibility red and blue roundels on wing undersides may well have been a misinterpretation of the painting instructions but certainly add to a most interesting appearance for an Anson

requirement for large quantities of suitable paints created a supply problem, and there were the man-hours involved. Anyway, aircraft were still awaiting camouflaging well into 1940. All trainers and second-line aircraft remained in their 1930s Aluminium finish.



"We value your comments, corrections and suggestions for possible inclusion in future editions."





*This year's convention, which is the American equivalent of our 'Nationals', was held at the Pavilion Convention Centre in Virginia Beach. This was my first time attending a modelling event outside the UK and getting to and from the event was no mean feat, especially as the combined travelling time totalled some 20+ hours each way!*



# IPMS

## First Impressions

Not put off by the travelling I arrived at Virginia Beach on the 23rd July 1996. The event's venue was to be open to traders from 12.00 to 5.00pm on the 24th and this would be the only opportunity for me to set up shop and have a look around before the public arrived. The first thing that strikes you about the event is the size. The event only used a portion of the Pavilion Centre and that was still as big, if not bigger, than the entire floor space at our Nationals. This should be taken in context as this area was only taken up with traders! The modelling competition area was in another section of the centre, about the same size again. There was no cramming in of tables etc. and there was lots of aisle room so people could wander

# USA National Convention 1996

that's on good (well, basically good) roads and over one or possibly two days. Travelling to the east coast for the event from the west coast in the USA would take 16 hours, non-stop! I think that this logistical point might stop people just bringing models to show, although I am sure the competitive element plays a part in the exclusion of club (sorry, chapter) stands at this event.



*The main trader's hall on Thursday morning. The size is quite evident*

around without getting under everyone's feet. Once accustomed to the sheer size of the venue, I was aware of one missing element of the event, there are no club/SIG (Special Interest Group) stands in the event. In fact there are no displays other than those of traders and the competition. In the UK you have as many club stands etc. as traders and you can spend many hours talking to the people who man them. Not so in the USA. Talking to the people there, they conclude that American modellers are highly competitive and therefore the only effort they make is to enter the competition. It may well be true that the winning of prizes is an incentive, but when you have journeys in excess of 15+ hours just to get to the venue, I for one would need a whole lot of incentive! With the UK venue basically bang in the middle of the country, a journey of 8 - 10 hours is the most anyone from the UK will travel and

## Open All Hours!

The whole trader area was opened to the public at 5.00pm on the Wednesday evening, something I cannot ever see the UK event copying (thankfully!). The event then stayed open until 9.00pm and by this time I was in the mood for food!

The next morning the area opened once again for traders at 8.00am and for the public at 9.00pm. The event then went non-stop until 9.00pm at night. The same happened on the next day (Friday) and thankfully the last day (Saturday) was only open from 9.00am to 5.00pm. I love model shows but after 36 hours of it I was a little tired.

## What's New

The main manufacturers at the event included AeroMaster, Monogram/Revell, Tamiya (USA), Fujimi, Squadron (True Details) Accurate Miniatures, Academy, KMC, Eduard (MPM) etc and

Modelcraft. Other distributors like Marco Polo were also present with all that was new from Dragon, Hasegawa and Jaguar. Smaller companies such as Wingnut International, Combat Models, Koster Aero Enterprises, Fotocut, Cooper Detail, Hawkeye Designs, Merlin Models and Classic Airframes were also present along with a mass of traders like APC Hobbies, MAL Hobbies and Meteor Productions.

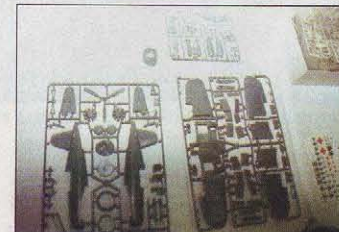
Taking a walk (or three!) around the venue I came across a lot of new products.

## Koster

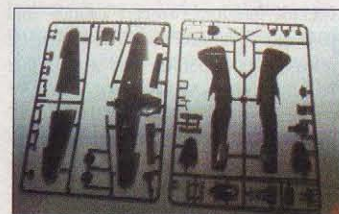
Bill Koster of Koster Aero Enterprises had his new 1/48th scale Lockheed PV-2 on display in both built-up and kit component form. The kit is up to the standard we have come to expect from this firm (See Mitch's build of their Do 217 in the May edition) and hopefully this kit will be available before much longer. UK sources for the range include Aeroclub and Four Plus UK.

## Tamiya

A quick look over the items on the Tamiya (USA) stand found the new F4U 'Birdcage' Corsair and Dewoitine D.520 sprues in 1/48th scale all laid out for inspection. The Corsair is superb, with



*The sprue layout of the new 1/48th scale F4U Birdcage Corsair by Tamiya. This shot shows all the exterior of the parts*



*The Dewoitine D.520 in 1/48th scale from Tamiya. Although not as complex as other kits from this source, I am sure it will still sell well. I will have one for a start!*

wing fold, dropped flaps, weighted tyres and the correct 'frame' floor in the cockpit. The kit is due for shipment within the next few weeks and the UK price will either be £15.99 or £17.99. Either way get a few in, they are superb.



*View of the completed PV-2 kit built up by Bill Koster*





This diorama of a Bf 109E in field maintenance was very eye catching. I would not like to be the tree with the propeller resting up against it, or the guys who put it there though



Although it looked too clean, this Contrail 1/48th scale H.P. Halifax was nonetheless very impressive

To follow will be at least one more fighter and two night-fighters, well at least for this year! The Dewoitine was most impressive and the kit captures the delicate form of the real aircraft very well. The model features separate flaps, neat cockpit interior, two-part canopy and positionable radiator flap. The kit will be released as separate kits with either French or Vichy AF markings.

### Wingnut International

This is a pretty new firm who produce resin conversions and kits in 1/72nd scale. So far they have produced the extra-long Ju 88G-10 as a conversion set based on the AMT G-6 kit and their most recent



The 'super-stretched' Ju 88G-10 from Wingnut. The donor kit for this resin conversion is the G-6 from AMT



The excellent little resin kit of the XP-72 from Wingnut International in 1/72nd scale

issue is the 'ultra-bolt' Republic XP-72. This kit is \$29.95 in the USA and it has just been joined by a kit of the

Messerschmitt Me509 project in the same scale. This complete kit retails for around \$30.00

### Hasegawa

A trip over to the Marco Polo stand revealed the all new P-47D-25 Thunderbolt kit in 1/48th scale. This kit was eagerly awaited in the USA and when 48 arrived at the event on the Saturday there was a huge line in a few minutes of people wanting them! The



The new 1/48th scale P-47D-25 by Hasegawa. The Spitfire Mk VIII is alongside it and the Ki-100Koh and F6F-5 hellcat in 1/48th scale are below it.

model itself is superb with good detail and nice colour options. The retail price in the USA is around \$22.00, so I would hope the kit will be £18.99 over here. Many I am sure will want to wait to see what the new Academy kit is like, but you will have to wait quite a while, as it has been postponed until 1997. The new Spitfire Mk VIII was also on show and we will be bringing you a review of this it very soon. The Mk IX is due to follow and rumour has it that this mark will be up-scaled to 1/48th by the same company. Another boxing of the Ki-100 in its Koh variant has been released and this is titled 'fast back', very odd! The F6F-5 Hellcat was also on show and although this has



Just to show that Bill Bosworth of Accurate Miniatures does make models, this is his G4M2e Betty to 1/32nd scale. By the way it is scratchbuilt!



Oh agh, oh agh! This Bugatti Model 100 was a joy to behold. Winner of 'sexiest airplane ever' award in my book!

already reached the UK it was one of the first examples I had seen built up. It is very nice and very big for a fighter and at £18.99 it represents a reasonable price for an all-new tooling. Noted, but quickly removed, was a 1/48th scale Mustang. Neither Hasegawa or Dragon have announced anything to do with a P-51 and



The new range of decals from Hasegawa. The sheets are combined for 1/72nd and 1/48th scale kits

going by the kit I would say it was a B or C. Unless the kit was to show off a new interior by Jaguar (I do not know of such a set from them) it may well be that a Mustang is on the way from the Far East! A few years back Hasegawa used to produce some of the best decal sheets in the business. These were soon discontinued however, but noted on display were new sheets of combined 1/72nd and 1/48th scale Hinomarus and swastikas. The retail price for these big, A4 sized, sheets is \$12.00 in the USA so if they are imported they will be about £8.00 over here.

The new kits on display from Hasegawa and Dragon are listed in this month's News Update pages with the exception of the re-issue of an F-14D Tomcat in all-black in 1/72nd scale and the Boeing 777-200 in Virgin Atlantic colours in 1/200th scale.



A selection of box art for new kits by Hasegawa. The two Avengers in 1/2nd scale are on the top row, with the jet-powered J7W2 and Boeing B777-200 below that. The Hurricane Mk IIc, Spitfire Mk VIII, Intruder and F-14 all in 1/72nd scale are below that



Another selection of new Hasegawa products. The 1/48th scale P-47D-25 is on top with the Boeing 747-400 in 1/200th scale below that. The Ki-100 Koh 'fast back', A6M2 Type 11 Zero, Mc.205 'Italian A.F.' and F11F 'Blue Angels' can also be seen

### Dragon

The only new items here were re-issues of the old Trimaster kits of the Me 163S





This Spitfire Mk Vb float plane was in 1/72nd scale. The kit is not the PM model, it uses a standard kit as a basis with an American source resin conversion set.



A lovely diorama of a wrecked Zero. The kit is based on the Hasegawa kit and the effect was most convincing.



If you think modellers are mad here is the proof. This P-51D features full scratchbuilt interior and engine and it's in 1/144th scale!



To make this good a kit of the old Hawk Banshee at least deserves a photo!

two-seater and the prone position Me 262A-2a/U2 in 1/48th scale. The news with this firm is well known as they intend to stop all aircraft in production before long. Where or if the tools will end up with another firm is the subject of much speculation at present. I hope they end up in Italy, but I suspect they will end up in mainland Japan.

### AeroMaster

As always Gaston and the team excelled themselves and they had a mass of new decal sheets ready for release at the show. Mainly in 1/48th scale the sheets included markings for the new Tamiya Ki-46, the P-47D, Lysander and B-29. All of the products went down very well and sold in huge numbers. We will bring you full reviews on these sheets in the next edition.



The cockpit interior for the new 'Collectors Choice' range of kits by AeroMaster. The basic kit is Heller

Also on display were the parts which will make up the new 'Collectors Choice' range of kits. This range will utilise existing kits with the addition of etched and resin parts (by KMC), new decals (by AeroMaster) and a comprehensive colour instruction booklet. So far the ex-Heller Thunderjet in 1/72nd and Mirage 2000 in 1/48th along with the OEZ Mig-17 and 21 are all due. The Heller Tempest Mk.V

will follow in due course. The US price is approx \$20.00 for the first two and \$30.00 for the others. Looking at the product at the show the upgrade is quite comprehensive and the combined price of the resin, etched and decals plus the basic kit would be far more expensive than the complete package price.



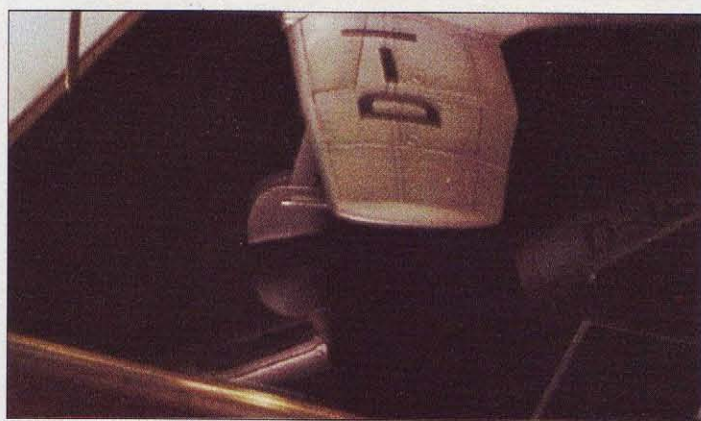
The layout of all the new 'Collectors Choice' upgrade parts from AeroMaster, which are produced by KMC. The top left is for the Heller Tempest V, bottom left is for the Heller Thunderjet, top right is for the OEZ Mig-17 and bottom right is for the Heller Mirage 2000



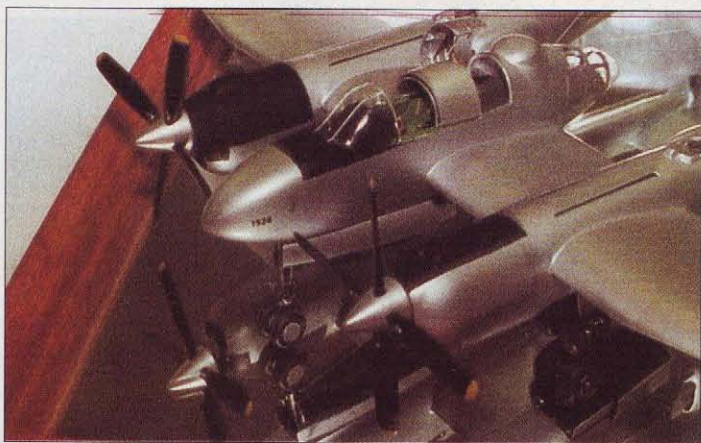
A neat display of the upgrade for the OEZ Mig-21. The fuselage halves are shown in two of the decal options offered in the kit

### Puget Sound Scale Models

This sounds like an odd name but this firm are producing a corrected set of wings, tailplanes and rudder for the Hasegawa P-51D kits in 1/72nd scale. The set is all resin and will retail for \$15.00 in the USA.



Lovely! The Heinkel He 100V-8 in 1/48th scale. The origin of the kit is unknown



A really odd looking machine, the XP-58 'Chain Lightning'. The model was 1/48th scale so I am unsure of a manufacturer

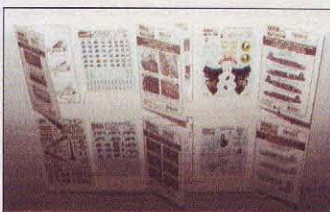
We will bring you a full review of this set in a future edition.



These new resin wings, tailplanes and rudder are designed for the Hasegawa 1/72nd scale P-51D kit. The set is produced by Puget Sound Scale Models and the set is \$15.00 in the USA

### Monogram

Many of the new 'Pro-Modeler' range of kits, including the B-24D and 'Strafer nose' B-25J were on show. The 'new' F-104C kit in 1/72nd scale was also there and this proved to be the Korean tooled F-104G kit released by Revell this year, back-dated to the C version.

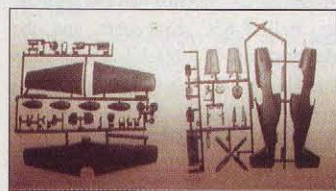


The new range of decal sheets in the Monogram 'Pro-Modeler' range

The new range of decal sheets were also on display and these looked to be good quality. All the topics so far covered by these sheets are listed in the News

Update this month.

The biggest surprise was the all-new P-51B in 1/48th scale and the Bf 110G-4. The P-51 was a surprise as it is not an upgrade on an existing tool, but all new. It features a neat cockpit interior with separate sidewalls, drop tanks, weighted tyres and a single piece standard canopy, with a separate Malcolm Hood insert. The Bf 110G-4 was quite stunning and the news that the kit was due to be shipped in early September had a few people going 'I want one'. The way in which the kit has



The new P-51B kit by Monogram which will be released in the Pro-Modeler range

been tooled gives away a few things. The engines are complete with the unique upper oil tank bulges and this will allow earlier D, E and F variants to be made. The larger end plates, exhaust dampers, radio equipment and radar antenna are all on a separate sprue, so they can be included as required. The kit features a superb cockpit interior which builds up as an insert, weighted tyres, crew figures and the option of a two-piece closed or a six-part open canopy. Rumours are that Revell AG in Germany will rebbox this kit, so it should be available in the UK.

The news of a Me 410 in 1/48th has been circulating for a few years now. Originally Dragon were listed for one but with their move away from aircraft kits I





Let it all hang out! This F-16 is heavily armed and I think the 1/48th scale Hasegawa kit is the basis



See, someone can make an Airfix Buccaneer! This example even had some panels open and a lot of extra detail added



A lovely build of the Falcon 1/48th scale Beaufighter depicting an RCAF operated machine



All of the internal and external updating of this old Artiplast SM.79 was done from scratch. The builder did not use either of the Eduard etched brass sets

am pleased to say that Monogram confirmed they were doing it and it may be out this year! Questions about a He 219, Ju 52, Fw 200 and Ju 88A-4 in 1/48th scale were all met with a 'not at the moment' comment from Monogram staff. I still think we should watch out for them next year though!

## MPM

On the Eduard stand were a few surprises from this firm. Not least was the first in a new range of 1/48th scale kits. Called the 'Expert Series', the first two kits are to be the Bell P-63C Kingcobra and the Messerschmitt Bf 109T-1/T-2. Each kit is basically limited-run injection moulded with the addition of some resin internal parts. Decals included in the P-63C are for one French and one Russian operated machine. The contents of the Bf 109T were not on show so I cannot comment on what the options in it will be.



The new limited-run kit of the Bell P-63C Kingcobra in 1/48th scale by MPM. The kit is the first in a new range called 'Expert Series'

One real surprise range from this source is a series of big kits utilising reinforced plastic laminates for the main parts. The first two kits will be the Me262A-1a and the P-51D. Each kit is basically the reinforced plastic with all the detail in resin and canopies in vacuum-formed clear. Oh, the scale ..... well they are 1/18th and they will retail for between \$250 and \$350 each in the USA. I can't see much of a rush for those kits in the UK, although I may be wrong.



Modelling madness! This is the new 1/18th scale Me 262 from Eduard and its resin detail parts. The fuselage is reinforced plastic laminates and behind it can be seen the P-51D which is also due

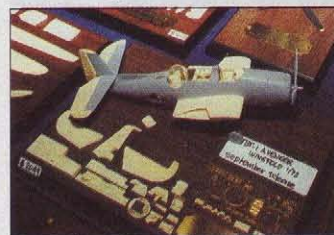
## Kendall Model Company

All of the Kendall range was on display at the show along with the new MJ-1 weapons loader in 1/32nd scale. This kit had only just been released and the decals (by AeroMaster) only arrived on the morning of the show! The kit will be an excellent companion to any 1/32nd scale Phantom kit and we will bring you a review of the product in the near future.

Eagerly awaited and on show in its initial stages was the wing-fold for the new Hasegawa 1/72nd scale Avenger. Coupled with the already released interior



The all-new MJ-1 weapons loader in 1/32nd scale by KMC. This kit will go nicely with any 1/32nd scale Phantom kit



The cockpit upgrade and control surface sets are already out from Kendall for the Hasegawa Avenger in 1/72nd scale. The wing-fold set is due in September and is eagerly awaited

upgrade and separate control surface sets from the same source this will make up into an excellent super detailed model.

## Academy

Here the big news was the postponement of the Hunter, MiG-21, Sabre and P-47D until 1997. Many people will be disappointed by this news but the company does point out that the problems causing it are all outside their control.

The new 1/144th scale PBV and DC-3 are selling very well and stocks will be in the UK, with Academy's importer

Toyway, very soon. The UK price is set at £7.99 each.



The 1/200th scale Hughes HK-1 'Spruce Goose' which is due from Academy very soon

The ex-Gekkan 1/200th scale Hughes HK-1 'Spruce Goose' was on display and hopefully this beast will soon be on sale nationally.



First of the Academy 1/72nd scale 'Zodiac' B-24H's is 'Aries', which is due in September...



...this will be followed by 'Leo' in November

The first two Zodiac B-24H's in 1/72nd were also on show and these are due in September (Aries) and November (Leo) respectively. Each kit will be limited to 5,000 worldwide and buyers will be able to purchase fine quality





A lovely little 1/48th scale XP-40N



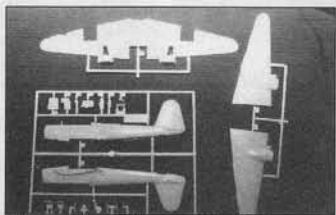
Oh, I love the colour scheme. A Tamiya Spitfire Mk Vb Trop is the basis.

artwork of the particular machine in a bonus offer.

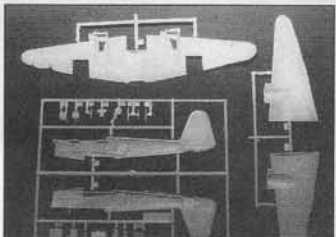
The SB-17G was also on show and this will be released in October.

### Fine Moulds

The test shots of the new 1/72nd scale Messerschmitt Me 410 were available at the show. The moulding was only in its second stage and the kit looked very good indeed. Hopefully the kit will be released in a few months time, but I doubt if you will have any change from £25.00 for one in the UK.



The test-shots of the new Me 410 from Fine Moulds. This is the exterior of the parts...



..... and this is a look inside them

News is that they also intend to do a Zero in 1/48th scale. My question is why? There are so many good kits of the type about that all I can hope is that they intend to make a 2-seat version.

### Eduard

The new 'Strip Down' range of etched brass and metal kits of WWI types in 1/72nd scale have just been released. The first is the Fokker E.III, which was released in late June and this will soon be followed by the Sopwith Camel. Assembly of the kits looks daunting, but they just fold up and I am assured they are easy to build. We will soon find out because the E.III has arrived for review!



The 'strip-down' series from Eduard started with this kit of the E.III in 1/72nd scale



This is a made up model of the 'stripdown' E.III from Eduard

The 1/48th scale PKZ-2 WWI helicopter was also on show and this is a very unusual subject in any scale. The model is mainly injected plastic with a

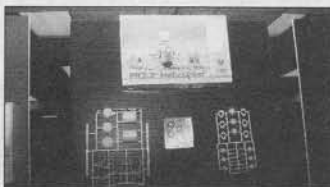


Not the new Tamiya kit, but the old UPC example made to look just as good



This super detailed Ki-100 in 1/48th scale was painted to perfection.

small fret of nickel plated etched brass. Stocks of the kit should be with Four Plus UK by the time you read this.



The very odd PKZ-2 Helicopter of WWI by Eduard. This kit should be in the UK by the time you read this

### Accurate Miniatures

Chatting to Bill Bosworth it was apparent that things had been a little hectic of late. However the Avengers are 'in the plastic' as it were, as are the P-51B and C and hopefully these will be available in the next few months. We will be getting samples of each just as soon as they are available and we will keep you posted.

The long-awaited II-2s are also reaching the final detail stage of their test shots and the level of detail and fit is most impressive. So is their overall size in this scale. The kits will probably arrive late in the year and once again we will keep you up to date as they do.

A lot of rumours have been flying about of late and all I can say is don't believe a word of it as Accurate Miniatures is alive and kicking!

### Condor

New full-blown injected kits of the P-51B/Mustang Mk IA and the A-36A Apache are due from this source in 1/72nd scale. The UK price should be around £6.00 each.

### Special Hobby

Two of the very advanced V2 projects are to be released by this firm and the box-art was on display. The EMW A3 and A4b are both injected plastic to 1/72nd scale. I am unsure of a UK price as yet.

### Finally

All of the other news etc I have gained whilst over in the USA is listed under the applicable firm in this month's News Update pages, so a quick scan through that should tell you what else was new over there.

By 5pm on Saturday most of us had 'shopped till we dropped' and were not looking forward to the packing up. Once this was done, in record time I can assure you, it was back to an Italian restaurant for a slap-up meal and a beer or two.

Sunday morning saw the dispersal of most of the traders etc from the accompanying hotels etc and on Monday I flew back into the UK. Overall it was certainly an experience and one I would not have missed for the world. To all our readers who came by the stand over the four days to say hi and gives words of encouragement, many thanks. To all our new readers who took the plunge and purchased back copies and a subscription, welcome.

I must say that without the kind help of Gaston Bernal and the guys at AeroMaster this trip would neither have been possible or as enjoyable. Cheers guys!

Ah well, lets hope it's sunny for the UK Nationals in December... DECEMBER!

Richard Franks

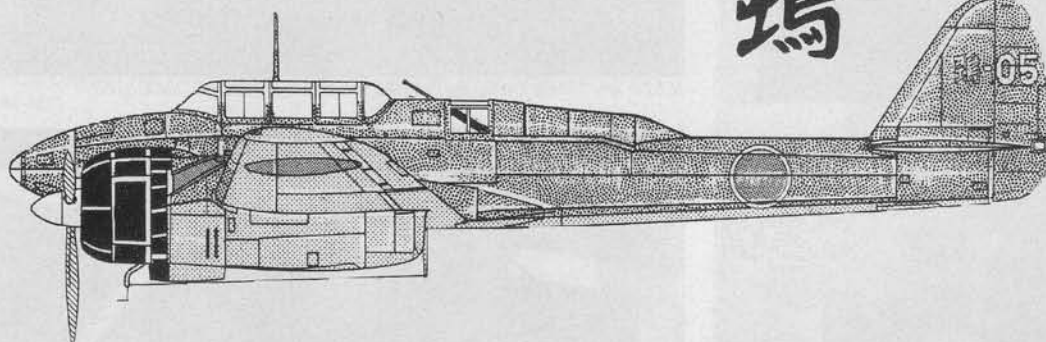


# Nakajima J1N1 Gekko (Moonlight) "Irving"

The Nakajima J1N1 Gekko (Moonlight) (Allied code name "Irving") carried many camouflage schemes during the war, however reports of all black or grey night fighting "Irving's" are discounted in the light of recent research which points to J1N1 night fighters being finished in black-green. It is well to remember that with the

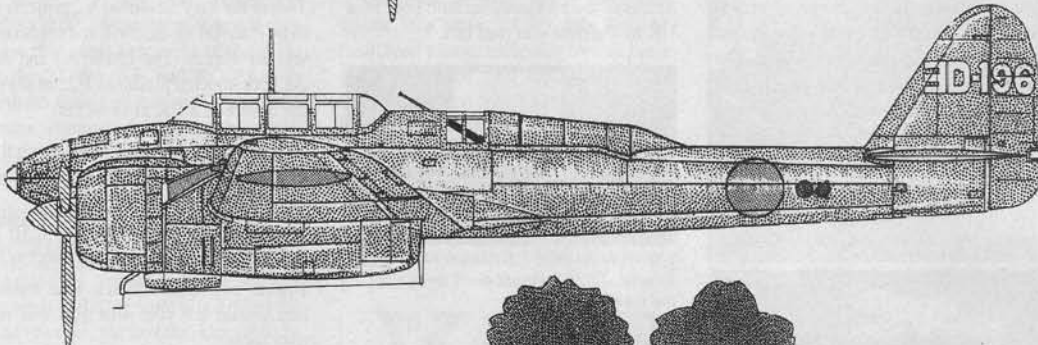
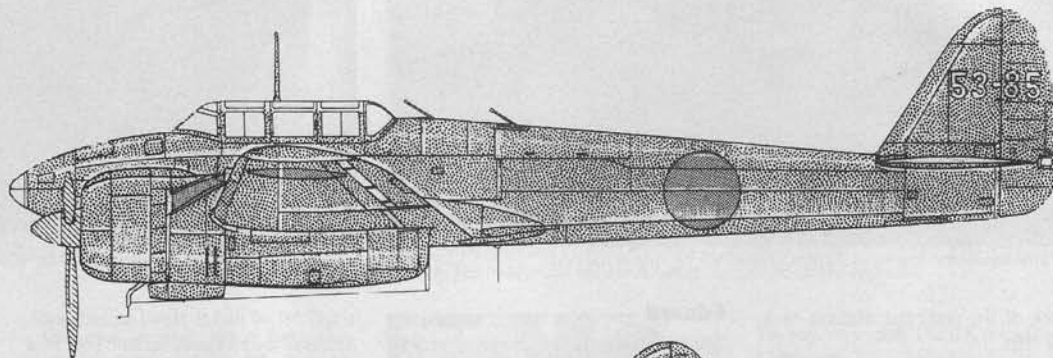
effects of weathering and use the colour could deteriorate to present a grey tone to the observer. Likewise, field painting could mean that another colour was used other than the factory specified finish.

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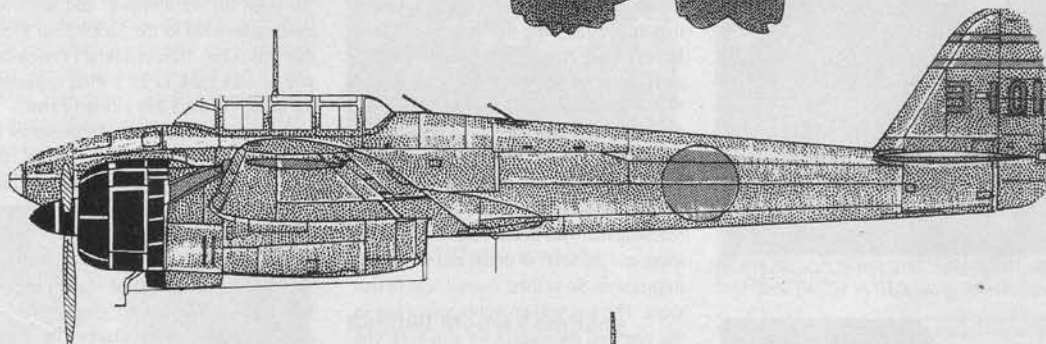
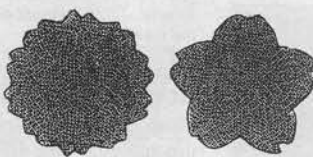


Nakajima J1N1-C-KAI night fighter in black green over grey scheme. Black engine cowls, white outline to fuselage and wing Hinomarus. Red brown prop blades, spinners a light grey) colour. Yellow wing leading edges. Unit markings on fin and rudder in white

Nakajima J1N1-S night fighter in overall dark colour reported as grey but shown as overall black-green. Photographed at Clark field in derelict condition. Note lack of white surround to Hinomarus. Yellow tail codes of 253 Naval Air Group

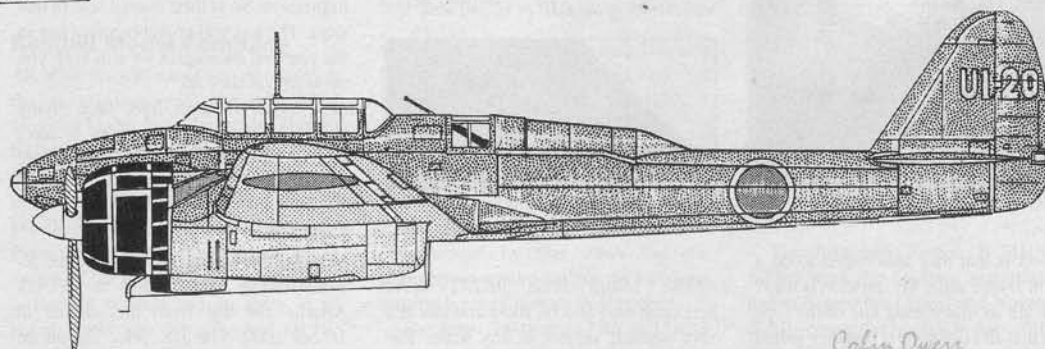


Nakajima J1N1-C-KAI night fighter in black-green overall. 302 NAG markings in white on fin and rudder. yellow wing leading edges. Red brown prop and spinners. Note lack of white surround to Hinomarus. Orange victory markings to rear fuselage. Note digits "96" repeated on nose in white.



Nakajima J1N1-S night fighter of Yokosuka NAG, in overall dark colour reported as grey but shown as black-green. Black engine cowls and spinners. Red brown prop blades. Tail codes and bands in red.

Nakajima J1N1-C-KAI night fighter in black green over grey scheme. Black engine cowls, white outline to fuselage and upper wing Hinomarus. Red brown prop blades, spinners a light (white colour). Yellow wing leading edges. Unit markings (251 NAG?) on fin and rudder in white.

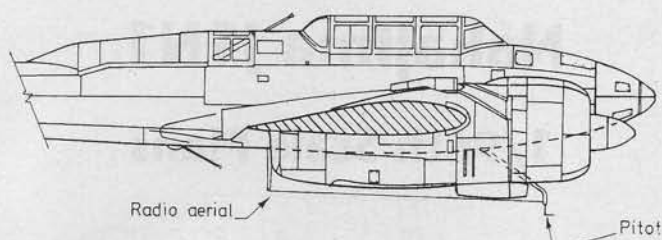


Colin Quess

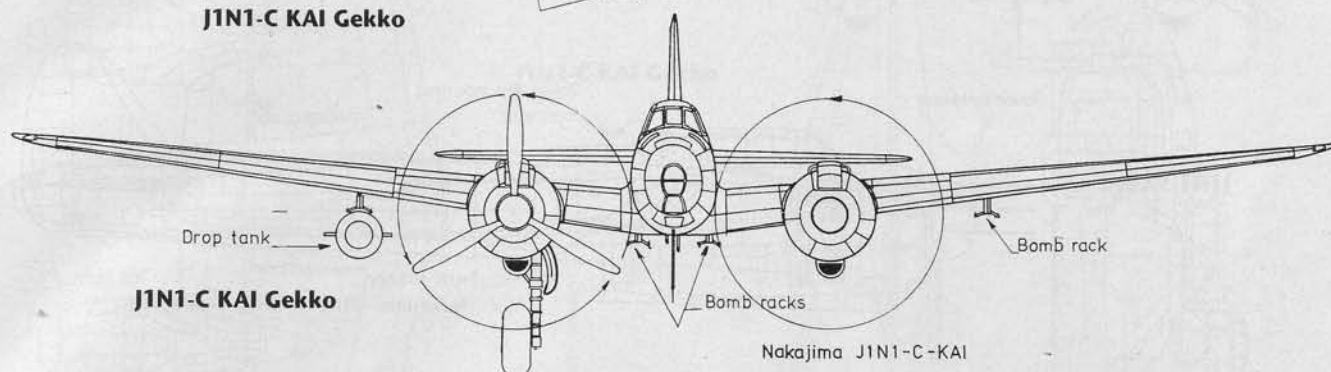


# Nakajima J1N1

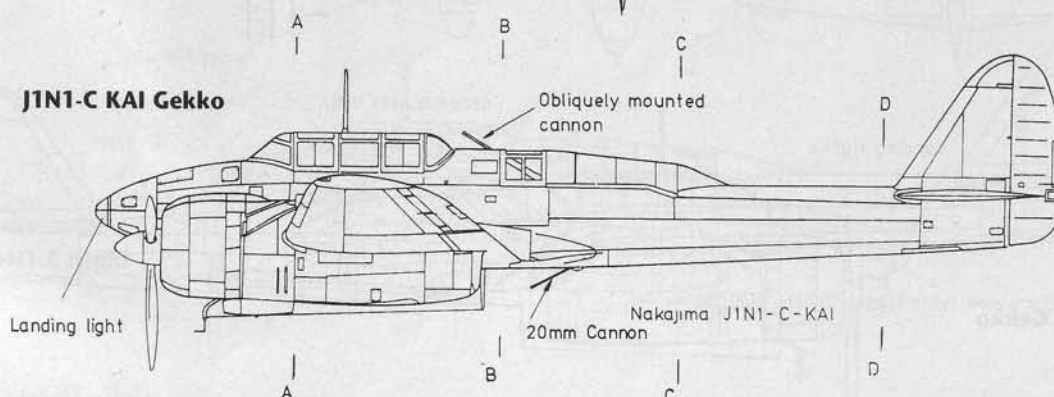
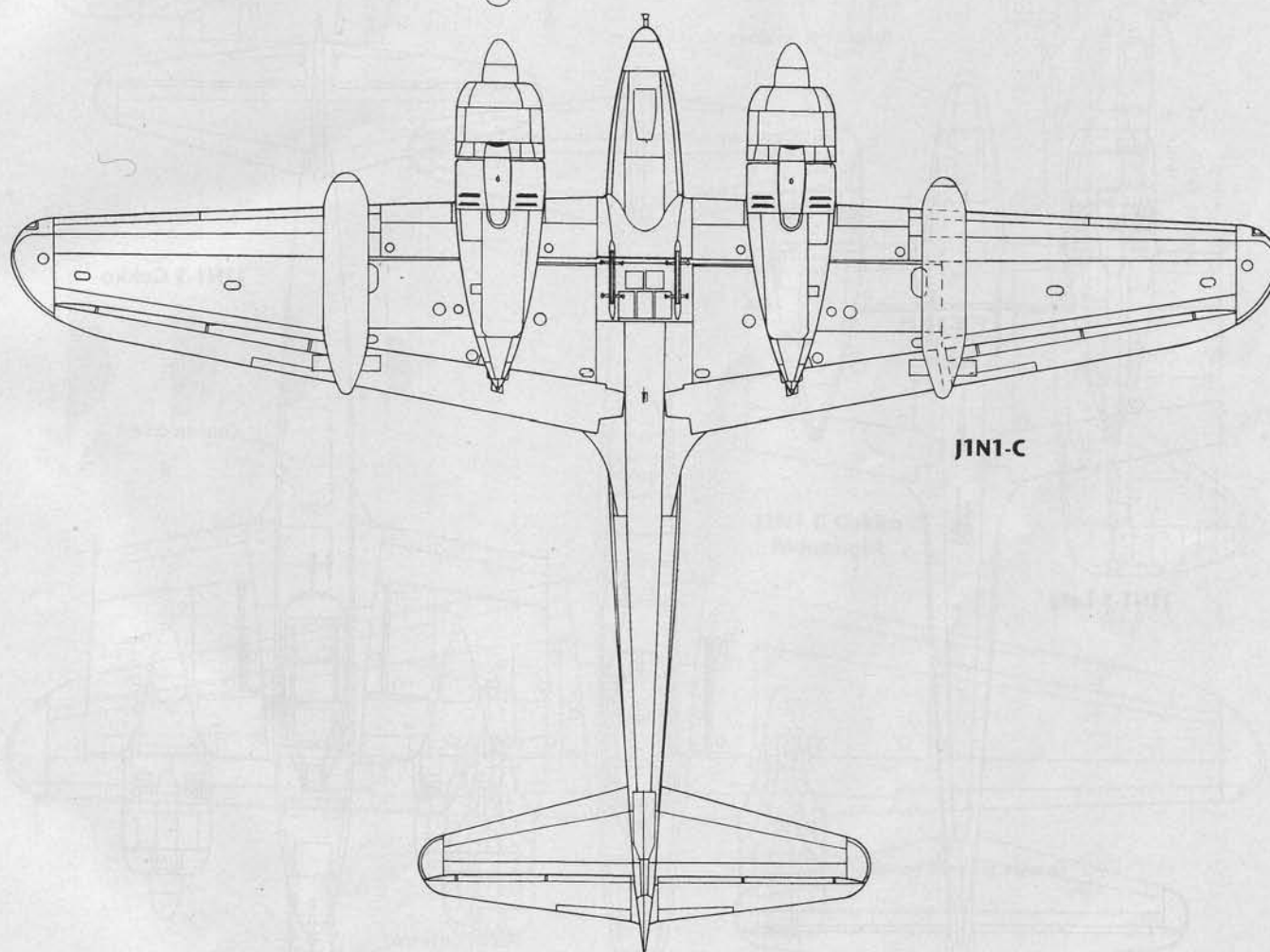
## 1/96th Scale Plans



**J1N1-C KAI Gekko**



**J1N1-C KAI Gekko**

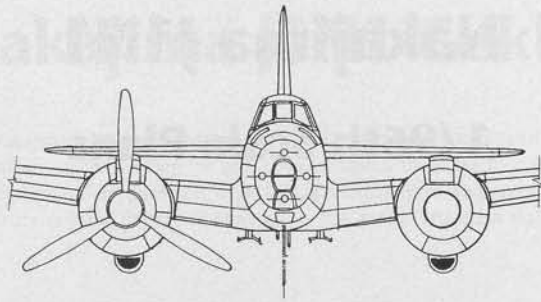


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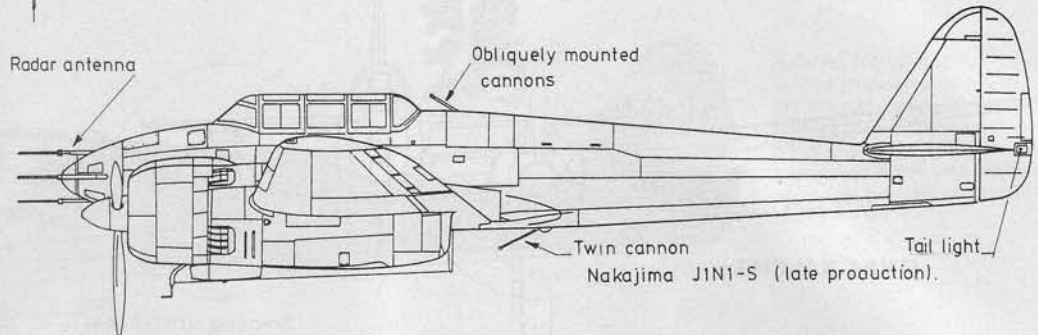


# Nakajima J1N1

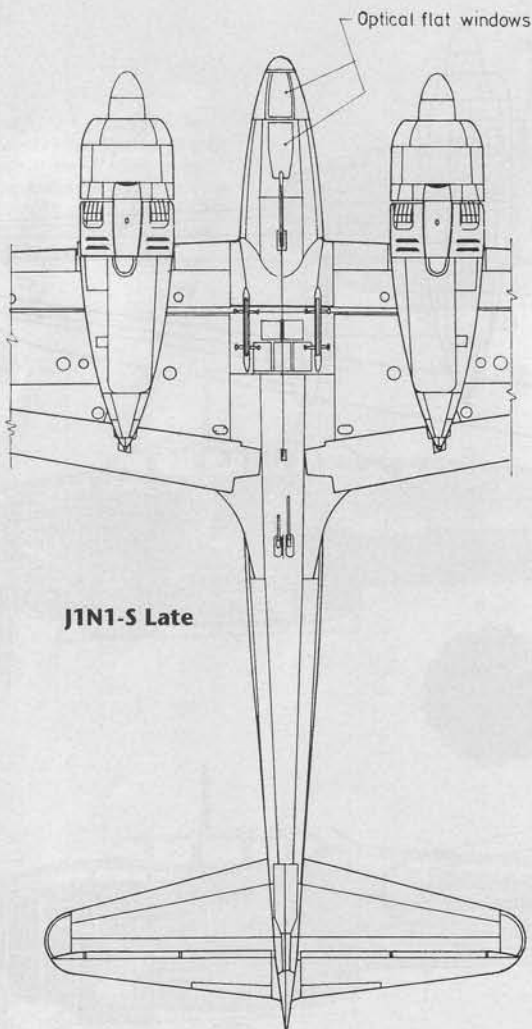
## 1/96th Scale Plans



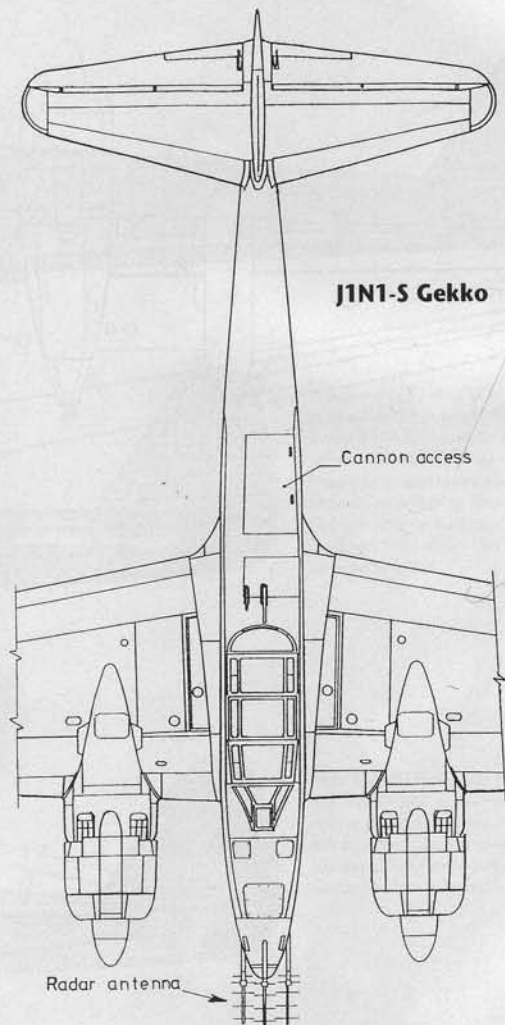
**J1N1-S Late**



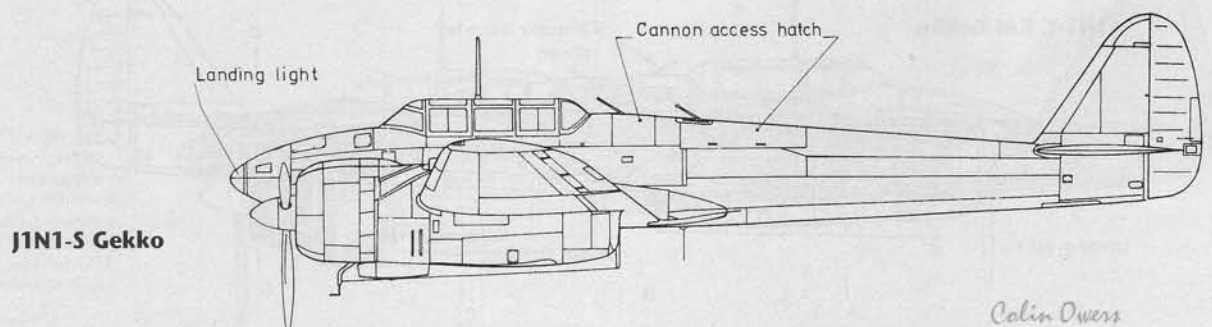
Nakajima J1N1-S (late production).



**J1N1-S Late**



**J1N1-S Gekko**



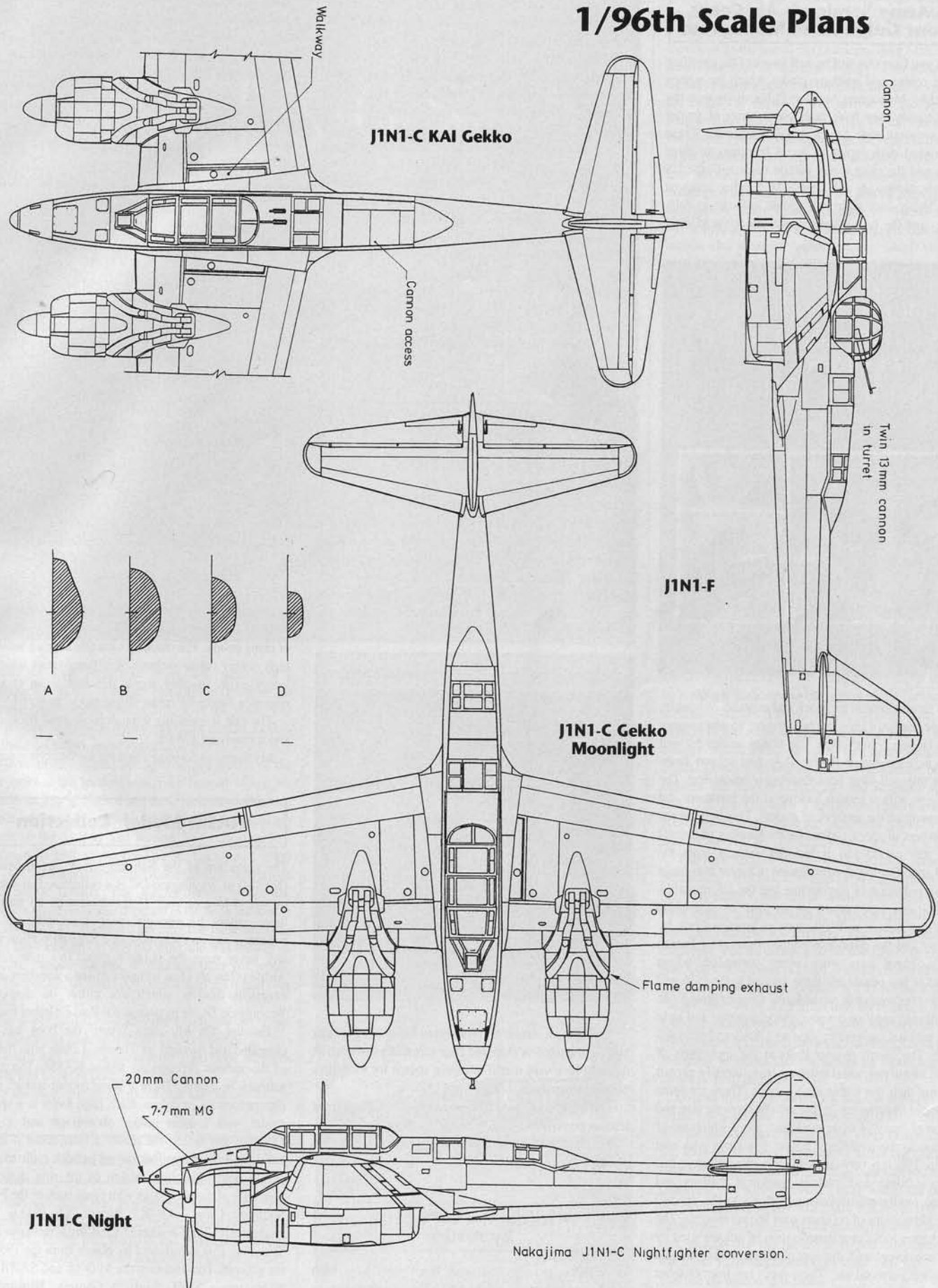
**J1N1-S Gekko**

*Colin Owens*



# Nakajima J1N1

## 1/96th Scale Plans



Nakajima J1N1-C Nightfighter conversion.

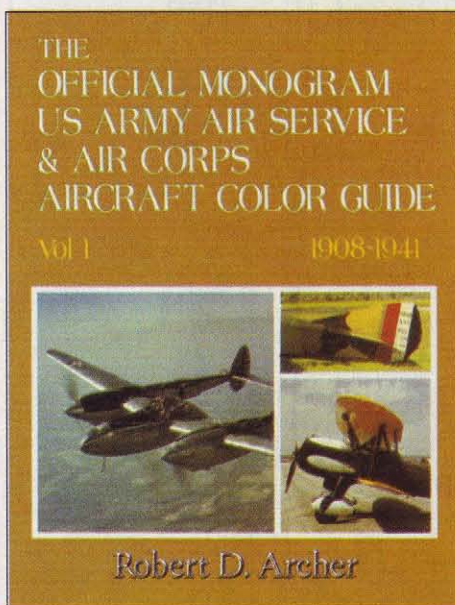
Colin Owens



# Modelling Bookshelf

## US Army Service & Air Corps Colour Guide from Monogram

Many of you I am sure will be well aware of the excellent series of colour and marking guides which have been produced by Monogram Aviation Publications over the years. Recently they have produced a series of guides which have dealt with American aviation history. These have covered such topics as naval markings in three volumes and the most recent edition deals with the US Army Air Service & Air Corps. This rather involved topic is being dealt with in a couple of volumes to fully cover it and the first volume covers the 1908 to 1941 period.



This first volume is hardback and contains 241 pages, 430 photographs, 47 colour photographs, 96 unit insignia and 44 lacquer colour chips. The title is written by well known aviation author Robert D. Archer, so you know that the title will have been thoroughly researched. The title begins with a section looking at the treatment and final coating on the surfaces of aircraft. This looks at the development of specifications for the painting of aircraft during this period and it includes extracts from the official specification documentation. Chapter two looks at the introduction of camouflage and the US military's investigations into other forces use of disruptive camouflage pattern in WWI, such as lozenge fabric by Germany and the distinctive painted patterns of French SPAD's. There were some pretty outlandish colour schemes in this period and those applied to the P-36 will look most impressive in model form! Chapter three looks at the development of the size, shape, position and style of the national insignia applied to USAS and USAAC aircraft. The fourth chapter looks at the application of specific identifying serial numbers etc to identify aircraft types and their use within each service. There are some very useful illustrations in this section showing size and position of many of these markings, all of which are of great use to the modeller. Chapter five deals with unit insignia. This is a very colourful area of research in this particular topic and various markings, badges and personal motifs are backed up with six pages of full colour illustrations of no fewer than 96 unit insignia. The final chapter looks at standardisation of colours used by these two forces and the specifications which brought about their universal use. These specs run from October 1917 to September 1940.

The appendix of the title looks at the markings of balloons and airships and this is followed by one dealing with Air Service racing aircraft and finally maintenance

and safety markings. The last page of the title is a fold-out A3 sized sheet containing 44 lacquer paint chips for all the colours identified in the volume.

Overall a superb title which is a real 'must' for all modellers with an interest in this area of aviation history. This is a really good title, with nearly everything you will ever need in one cover. It will be an invaluable reference title and it is well worth its \$49.95 price (plus P&P) which only equates to about £34.00, not bad for a title of this quality.

Monogram Aviation titles can be obtained in specialist book shops such as Midland Counties Publications in the UK or they can be ordered directly from the publisher at:

Monogram Aviation Publications

PO Box 223, Sturbridge

MA 01506 USA

Tel (001) 508 347 5574

Fax (001) 508 347 5772

All major credit cards are accepted.

My thanks to Monogram Aviation Publications for the review sample.

## New Airline Markings Title from Airlife

The latest edition to join the Airline Markings range of titles is all about the Airbus A320.

The title comes in the usual hardback, 22cm x 22cm format and it is compiled by Robbie Shaw. This is the fourteenth title in the series and its 68 pages are all produced in full colour. Of these pages only the first two are laid aside to a narrative text, the remainder looks at a particular operator of the type, with a colour picture of one of their machines and a brief written text about the airline and the airframes it owns.



The title is a wealth of information for all civil aircraft buffs and modellers alike and I am sure that a title such as this will be a very useful reference source for modellers wanting to produce 'a different A320'.

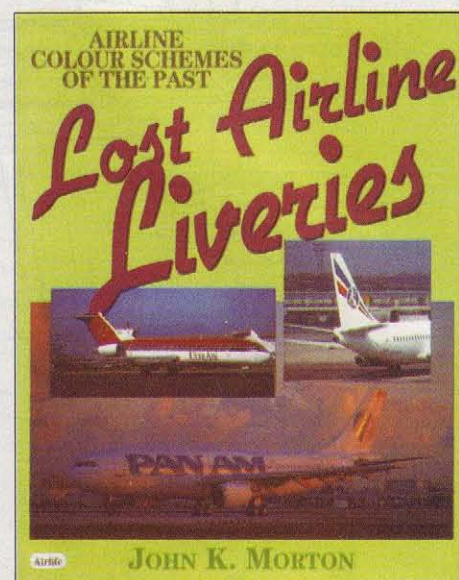
The book costs just £9.95 and is available from most leading bookshops.

My thanks to Airlife Publishing Ltd for the review sample.

## Airline Memory Lane by Airlife

Over the last eighty-odd years there must have been hundreds of airline operators which have disappeared. As a follow on to his highly successful 'Lost Airliners - Airline Colour Schemes of the Past', John K. Morton has created this new softback title with a wealth of colour

pictures of various airlines which have either disappeared altogether or have merged and become new companies. Firms such as Cal Air, Capital Airlines, UTA, Pan Am, Presidential Express, Gulf Air, Air Europe, LTS, Midway Express, Pacific Western Airlines, Baniff International, Eastern, Canadian Pacific Air Lines, Flying Tigers, British Air Ferries and Airlift International to name but a few. Each is dealt with in a small narrative history of the airline and its demise or merger and a description of the accompanying photo/s.



Overall this is another superb title for the airline enthusiast and one which I am sure will stir the memories of many people. For modellers the title offers a wealth of high quality colour pictures of airline liveries which no longer exist. In other words this title is an excellent reference source for future airline model projects!

The title is available through most good book shops and it retails for £16.95.

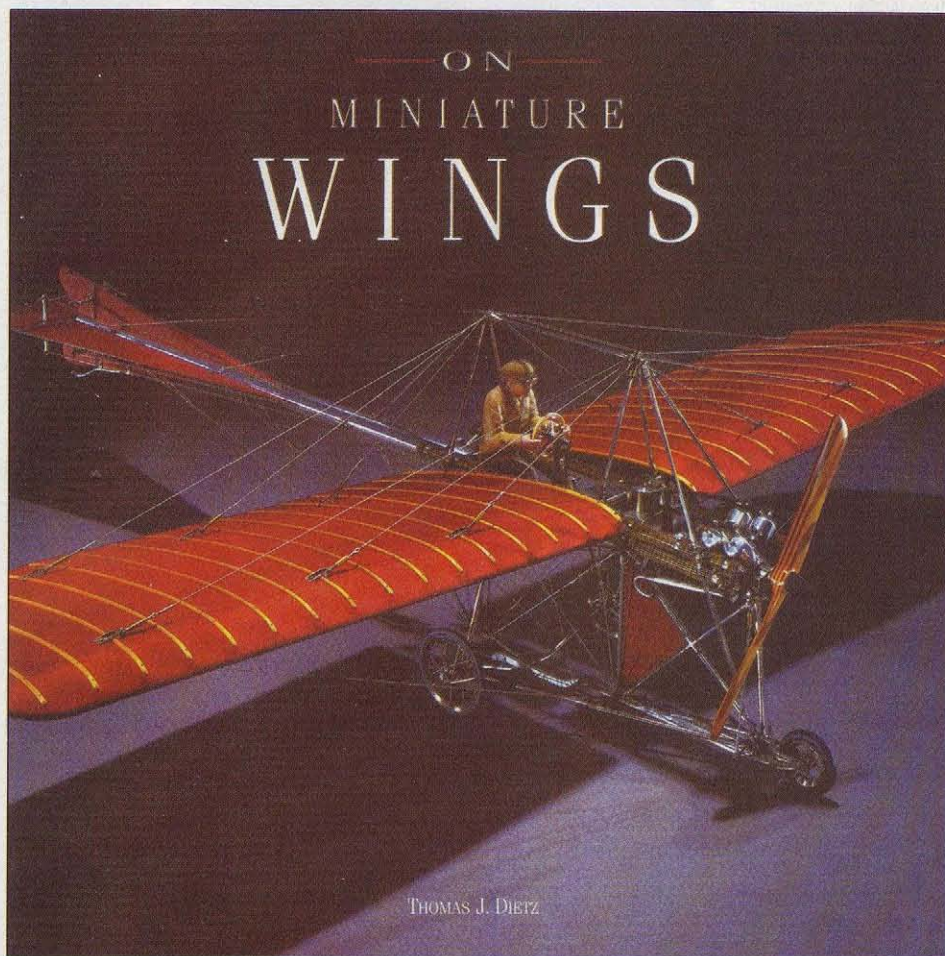
My thanks to Airlife Publishing for the review sample.

## NASM Model Collection

The collection of the National Air & Space Museum (NASM) in Washington DC is a collection that many of us would love to visit. However as with all museums there cannot be enough space to display all their collection and so there must be a large proportion which will never meet the public's gaze. This new title by Airlife offers all of us a chance to see a selection of the excellent models which are either on display in Washington DC or in store at the Paul E. Graber Facility.

Entitled 'On Miniature Wings' the book has been compiled and narrated by Thomas J. Dietz with the help of the various departments within NASM. The title is softback in a large, 28cm x 28cm format and all of the illustrations are in colour. Each page looks at a specific model with a large colour photograph and a small narrative text telling the reader a little about it and its builder. Most of the models are scratch built to about 1/16th scale. The first section of the title deals with machines of the early days with types such as the Fokker Southern Cross, B.E.-2C, Blériot XI, Fokker E.III, Halberstadt CL.IV, Fokker D.VII, Curtiss racers and Ford Trimotor. This is followed by planes from the 1930's to the present. This includes the MiG-15 and SAAB J-29, Supermarine S.6B, Northrop Gamma, Howard 'Mr Mulligan', Ge-Bee R-1, DH.88, North American O-47, TBF-1C Avenger, Nakajima Nikka, Bell 47G, RF-101 Voodoo and SR-71. This section also includes a complete





diorama of USS Enterprise in 1/100th scale and a selection of WWII vintage recognition models for Japanese types which were produced in the USA. The next chapter deals with flying and radio control models and these include a most impressive B-25 which was built over an eleven year period! The last section of the book looks at the models which are housed within the research facility of NASM and these include wind tunnel models of the F4U Corsair and display and desktop models of the Tu-144 and Boeing SST, Boeing 307, Grumman XF4F-1 Skyrocket, DC-7C, Lockheed L-2000 SST, X-15 and a group of wind tunnel models for various space shuttle layouts. The biggest model within the collection however is also depicted in the book and that is the Grumman X-29 research aircraft. The museum owns one of the mock-ups of this machine and it is created in 1/1 scale, imagine the tube of glue and filler you would need for that kit, let alone how you would get it past 'her beyond'!

This is a beautiful book and one which you can spend many hours just looking through in sheer wonder.

The title can be obtained in most good book shops in the UK and its retail price is £19.95.

My thanks to Airlife for the review sample.

## Maltese Magic

Everyone who reads this magazine will be familiar with the name Richard J. Caruana, as he is a regular contributor to the title. In the past Richard has produced over ten books and his latest title is all about the air war over Malta GC.

Produced as a softback book it is entitled 'Victory in the Air'. The title is 17cm x 24cm and it has 255 pages and a mass of black and white photographs. The title uses

a wealth of photographs to illustrate the text and each has been computer enhanced. This has resulted in some very spectacular pictures which are so sharp and clear that you would think they had been taken last week. The text is basically split into two sections; one dealing with Allied operations and the other dealing with the Axis. Each chapter within each section deals with the operational use of specific types during certain periods.

The first chapter deals with the Gladiator and Hurricane during the June 1940 to February 1941 period. This was a desperate period in Malta's history and these

two types fought against increasingly high odds. There are good pictures of the 'Bleriot', a Gladiator fitted with a Blenheim engine, cowl and prop. The next chapters moves on to the use of the Hurricane over Malta and the development of a defence strategy. This chapter is a wealth of photographs and there are numerous variants of the Hurricane depicted. The arrival of the Spitfire in Malta started to even out the odds a bit and this period in the islands history is dealt with in the next chapter. Most of the pictures in this section are of MK V's although the later Mk IX is also covered. Bomber operations with the Wellington come next. There are lots of photographs of the type including some nice shots of No. 48 Sqn Mk VIII's with antenna all around the fuselage. This bombing section also looks at American types which visited the island including the B-26, B-24 and A-20.

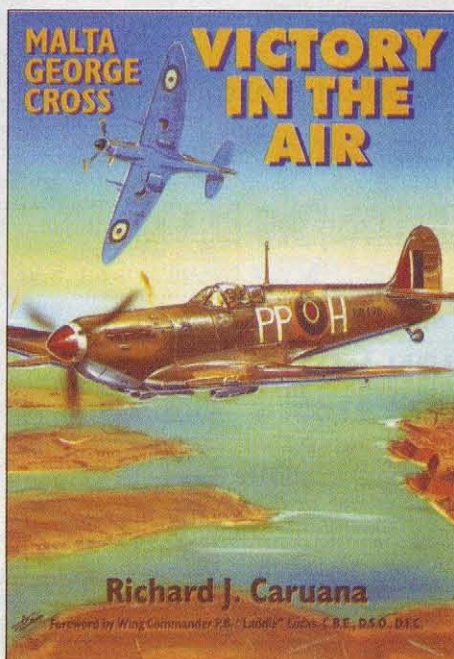
The use of such types as the Sunderland and Maryland's for reconnaissance missions are covered next and there are excellent pictures of both types as well as a couple of the F-5A Lightning and PR Mk XI Spitfire. After the Gladiator most people would have thought of the Beaufort or Beaufighter in relation to Malta and these are the types dealt with in the next section. Again there is a wealth of pictures of both types and I can't say I have seen many of them before. A short chapter on the Blenheim comes next and this is followed with a look at the operational use of the Mosquito over Malta. The final chapter in this section looks at FAA operations over Malta and this chapter starts with one of the most superb pictures I have ever seen. A Swordfish Mk I of No. 830 Sqn is shown launching a dummy torpedo during a training mission at Kalafrana and if his wheels are more than 18in off the water I will be amazed!

The next section of the book looks at Axis operations against Malta and the first chapter looks at the use of the SM.79 by the Regia Aeronautica. This section is full of good quality pictures of the SM.79 and its replacement, the SM.82. The arrival of the Cant Z.1007 and the Fiat BR.20 is covered in the next chapter and this is followed by a chapter dedicated to the arrival of the Junkers Ju 87 in Italian hands. Classic Italian fighters such as the Macchi C.200 and Fiat CR.42 are dealt with in the next chapter which looks at early fighter operations over Malta. This is followed by the new generation of Italian fighters, the Macchi C.202, 205 and Reggiane Re 2000 and 2001. The Luftwaffe's operational history over Malta is covered next and there are pictures of the Ju 87, Ju 88, Bf 110, He 111, Bf 109, Do 24 and even the Fw 190.

The final section of this book carries a selection of appendices. The first is a map of Malta with an overall map of Malta's placement within the Mediterranean. Next comes a background to Malta's General Defence Structure, namely its airfields. The use of radar and electronic warfare comes next, as used by both the Allies and Axis forces. Next is a look at memorials within Malta and this is followed by extracts by P.O Arthur Jopling of No.800 Sqn, FAA during his tour on Fulmars. The last few appendices are about air raid shelters on Malta, presentation Spitfires, Allied units in Malta, list of aircraft delivered to Malta and the orders of battle for Italian forces in 1940 and 1942.

Overall this is a superb book and the amount of work which has gone into its creation is most impressive. The text alone must have taken many years of research and the 400+ photographs reproduced within the titles pages have all been retouched to bring them up to 'as new' quality. If you enjoy Richard's work within the pages of our magazine, then you will enjoy this book. It is full of information and insight for the researcher and a wealth of rare pictures for the modeller. If you build models of machines from this operational zone than I don't think you can do without this title.

The book is available direct from:  
Modelaid International Publications,  
17 Windmill Street, Valletta, Malta





**We still have stocks of issues Vol 1: 9, 10 and Vol 2: 1, 2, 3, 5, 6, 7  
Available at £2.20 inc p&p (UK), £3.50 Overseas from address above.**





# CALLING ALL MODEL CLUBS

Scale Aviation Modeller will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. Write to the editorial address. We will continue to run your notice until the event is held, space permitting.

## Forthcoming Events

• **IPMS MERSEYSIDE & DISTRICTS** second Annual Model Show and Competition will be held at Ravenmeols Community Centre, Formby, Merseyside, between 10.00am and 5.30pm on Saturday 7th September 1996. The competition is for IPMS members only and has separate classes for Novice and senior members with special awards for junior members. There is also a 'Bring & Buy' area and a number of traders will be present. Further details and route map are available from Ian Jackson at 15, Thornfield Road, Thornton, Merseyside. L23 9XY. Tel: 0151 931 3130

• **THE AERO SPACE & VEHICLE** Club is holding its annual Model Show and competition at the Community Centre, Church Road, Wombourne, Wolverhampton on the 8th September 1996. The event is open from 10.30am to 4.30pm. For more information, please contact Mr John Van Leerzem 163, Bells Lane, Stourbridge, West Midlands Tel 01384 278600 or Mr Norman Robinson, 10, Otterburn Close, Heath Hayes, Cannock, Staffs. WS12 5TW tel 01543 276025. Please enclose a SAE with all enquires.

• **SUTTON COLDFIELD MODEL Makers' Society** present their annual Model Expo on a new date and at a new venue, so make a note! The event will be staged in the Sutton Coldfield Town Hall on Sunday 15th September 1996. The society is celebrating its twentieth year so why not come along and help us in the festivities. If you have any questions please contact; Mr R.Day (Hon Sec) "Ashgrove", Didgley Lane, Fillongley, Coventry. CV7 8DQ

• **WALLINGFORD IPMS SECOND** Model show at the Regal centre, Wallingford, on Sunday 22nd September 1996 10.30 till 4.30. Admission £2.00 for adults and £1.50 for children and O.A.P's. All proceeds to the Handicapped Childrens Toy Library. For further information contact George Clark, 7, Station Road, Wallingford, Oxon or phone 01491 837124 (daytime only).

• **SUNDERLAND SCALE MODEL** Club annual show is to be held at Fulwell C.A Centre, Chapman Street, Fulwell, Sunderland, Tyne-Wear on Sunday 29th September 1996 from 10.00am to 4.00pm. Open competition, trade stands, bring & buy etc, plus refreshments and RNLI stand. Enquires to Dennis Walton, 45 Ferryboat Lane, Sunderland, Tyne-Wear. SR5 3RD Tel 0191 5480744.

• **MILDENHALL PLASTIC MODEL** Club annual model show will be held at the Bob Hope Recreation Centre, RAF Mildenhall on Sunday 6th October 1996. Entrance is free, club and trade stands plus refreshments. For more details contact Jeff Hickford on 01223 503551

• **THE CHILTERN SCALE MODEL** Show: The Chiltern Scale Model Club (Inc IPMS Chiltern) is holding its 10th annual model show at the Shuttleworth Collection, Old Warden, Beds from 10.30am to 5.00pm on Sunday 13th October 1996. Competitions with classes for all models will be held. Contact Roger Wallsgrove, 43 Bettesspol Meadows, Redbourn, Herts AL3 7EN, for more details Tel: 01582 792126, e-mail: roger.wallsgrove@bbsrc.ac.uk

• **IMAGINATION: SCI-FI/FANTASY** model show and competition sponsored by Revell (GB), at the Southcliffe Hotel, Folkstone, Kent, on the 23rd and 24th November 1996. Details from Mr D.Jadoul, 12 Charter Street, Chatham, Kent. ME4 5RJ; Tel: 01622 697447/01634 841504; Fax: 01622 694465.

• **THE IPMS NATIONALS WILL BE** held at Donington Exhibition Centre on the weekend of the 30th November/1st December 1996. The change of date is due to difficulties in the availability of the venue.

## Clubs & Societies

• **YORK PLASTIC MODEL SOCIETY** meets the third Friday of each month at Osbalwick Social Club. Contact Chris on 01430 873408 or Jim on 01904 411515 for information

• **TAYSIDE MODELLING SOCIETY.** Meet Friday evenings monthly. Oakbank Community Centre, Perth 1930 to 2200pm. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's)

• **LORDSWOOD (JUNIOR) MODEL** Club is meeting ever Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

• **MODELEXE - EAST DEVON** Model Club now meets the last Wednesday of each month at 7.30pm at the St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD

• **THE CLACTON-ON-SEA BRANCH** of the IPMS meets on the second Monday of each month at the Brotherhood Hall, St Oyath Road, Clacton from 7.30pm onwards. For

further information contact Peter Terry 42, Valley Road, Clacton-on-Sea, Essex or Tel 01255 428653.

• **"FAMAS" (pronounced "Famous")** bi-monthly journal of the Frog & Airfix Model Aircraft Society. For further details please write to; FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX

• **THE CHILTERN SCALE MODEL** Club (incorporating Chiltern IPMS) meets on the first Wednesday of each month from 8pm to late at the Shefford Memorial Hall, Shefford, Bedford. Why not come along, everyone is welcome. For more information contact the club secretary, Dave Burlison at 26 Leaves Spring, Stevenage, Herts. SG2 9BR

• **NORTH STAFFS MODEL CLUB** meets every Thursday 7pm - 10pm at the Seabridge School, Roe Lane, Newcastle-under-Lyme. Contact Stefan on 01782 618181 or Phil on 01782 544612 for more details.

• **NORTH ESSEX MODELLERS,** A new club for all modellers meeting at the Civil Service Club, Flagstaff Road, Colchester on the 2nd Monday of each month. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for further details. All ages and interests welcome.

• **CHELSEFORD MODEL CLUB** meets the first Monday of each month at The Cricketers Public House, Moulsham Street, Chelsford from 7.30pm. We hold a monthly competition so why not drop by. For more information contact Stuart Shakespeare on 01245 609098 or Maurice Meider on 01245 250617.

• **ROBERTSBRIDGE AVIATION** Society Model Club meets every Wednesday at 8.00pm at Bush Barn located on A21 going north from Robertsbridge. All are welcome whatever the standard. For more information please contact David Morrice, 8, Belvedere Gardens, Crowborough, East Sussex TN6 2LR or Tel 01892 654507

• **BRADFORD IPMS MEETS AT** The Mailcoach Inn, Huddersfield Rd, Odsal, Bradford on the 4th Thursday of the month from 7.30pm. All are welcome. For further details contact Martin Fisher on 01274 676127.

• **IPMS SALISBURY. AS FROM 3RD** September the club will be meeting at the Dennis Marsh Hall, Coldharbour Lane, Salisbury, also known as the Scout Hall. Times will be 7.00pm until 10.00pm, and will be held on the first and third Tuesday of the month. Enquiries to Alec Revelle 01980 610890. All types of modelling and ages are welcome.

## Places To Visit

• **THE CELLAN MODEL AIRCRAFT MUSEUM.** A collection of over 500 1/72nd scale model aircraft, each of a different type or mark to have served with the RAF and FAA since about 1920. The display seeks to demonstrate the history of these two services via their aircraft. Also several large size dioramas depicting important WWII battles. Open Wednesdays from the 3rd July to 25th September inclusive. Alternative viewing

by appointment. Telephone 01570 422 604. The museum is at Brooklands, Cellan, Lampeter, Cardiganshire 2.5 miles from Lampeter on the B4343 and 300 yards north of the Cellan War Memorial.

• **NEWARK AIR MUSEUM. FROM** 1st July 1996 until the 15th September 1996, the Newark Air Museum is to open its archive facilities. For a small fee researchers will be permitted accompanied access to the Museum's extensive archive of aviation titles, Air Publications (AP's) and assorted aviation magazines. The fee for a full days research is £25.00 with a half day costing £15.00. Individuals or groups who would lie to reserve time in the archive should contact Mike Smith on 01636 707170 with details of the subjects, aircraft types or AP's they are looking for. Mike can advise whether these are available.

## Model Club Newstand

• **AVON IPMS. THIS CLUB'S** magazine is called 'The Model Maker' and it is very professionally produced. The A4 format magazine is thirty pages thick in this its 'Summer 1996' edition and the whole package is skillfully produced using DTP (Desk-Top Publishing) equipment. The cover is full



colour and there are spot colour inserts within the magazine itself. Edited by Pete Vill and produced by Tony Wilson the magazine is of course intended to cover all elements of modelling, not just aviation. Having said that the current edition does have a build article of the PP (Now Flightpath - Ed) 1/48th scale Firefly and update of the old Lindberg 1/48th scale Gladiator, a 'how to' about detailing rotary engines plus an exchange article with IPMS (USA) Houston all about the Curtiss P-40.

## HELP!

This is to be a new element of the model club page. It is a help facility for individual club or society members, or from the group as a whole. If you require help with organisation, you want to meet other groups, swap ideas or you require help with technical information, then this is the place to ask. Send your requests to the editorial address and clearly mark them CAMC, we will do the rest.



# Readers Classified Advertisements

## For Sale

• **LARGE COLLECTION OF UNMADE PLASTIC** aircraft kits for sale. Collector selling up. No time wasters or dealers please. A5 size stamped SAE to J.Pendrous, 36 Victoria Road, Bradmore, Wolverhampton. West Midlands. WV3 7EU.

• **THE ULTIMATE IN MODEL AIRCRAFT!** Stunning Hasegawa Museum range 1/8th Scale Fokker Dr.I. Kit cost over £300.00 and it took eight months to construct. Ideal for the office, boardroom or shop display. Contact Peter Brown on 01738 840268 for details.

• **UNMADE PLASTIC AIRCRAFT KITS.** Mainly 1/48th scale, many deleted. Also many aircraft and aircraft modelling magazines. Send stamped SAE for details to: Mr G.Parker, 27 Stratfield Road, Basingstoke, Hants. RG21 5RS.

• **AIRFIX MAGAZINES, 1960 - DEC 1969** (bound) & 1970 - 1977. Model World, 18 issues, 1973 - 1974 (Set). Military Modelling 71-72 and

Aircraft Profiles. SAE for list to D.Vaughan, 28 St. James, Radley, Oxon. OX14 3AH.

• **LARGE COLLECTION OF 1/72ND** scale post-war military aircraft kits. All 1/2 price. send for list to: Mr R.Hudson, 11 Melbost Point, Isle-of-Lewis, HS2 0BG.

• **LARGE COLLECTION OF KITS** and accessories for sale on behalf of a modeller who is moving up a scale! A5 sized stamped SAE for full list to the Editor.

## Wanted

• **COULD YOU BE PERSUADED TO PART** with your 'War built destroyers, O-Z Classes' Ensign or Man O' War series. All Allan Raven & John Roberts? please contact: Jan Furholm, Sukkertoppveien 46 N-6006 Aalesund, Norway. Tel: 47 70 13 10 23.

• **ANY CONDITION (MADE OR UNMADE)** but complete, Frog Scimitar. Will part-ex a Contrail boxed TSR.2 if it helps! Call Bob Pring on 0117 991 2703.

• **OSPREY SUPERBASE TITLES NO 23:** Seymour Johnson, No 24: Key West & No 26: Hickman. Also Osprey title 'Desert Warpaint'. Must be in good condition. Offers please to Chris Graham on 0191 3867843 (Durham) after 6pm.

• **KOOKABURA LUFTWAFFE CAMOUFLAGE**, all volumes. Contact the Editor on 01234 216016.

## Pen Friends

• **A CZECH MODELLER LOOKS FOR A PEN-FRIEND** from the UK or from other countries. My interests are 1/48th scale aircraft. Contact Petr Dospisil, Voronezská 10, Brno 61600, Czech Republic.

Send your classifieds (no more than 30 words please) to:

**Readers Classifieds**  
**SCALE AVIATION**  
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**October 1996**

## COMET MINIATURES

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Tupolev & Sukhoi ANT-25 (RD)	£7.99	
(Russian record-breaking aircraft 1935)		

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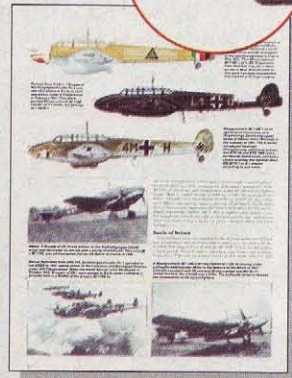
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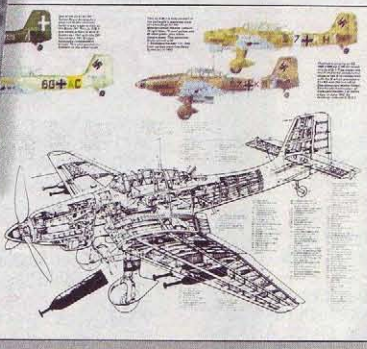
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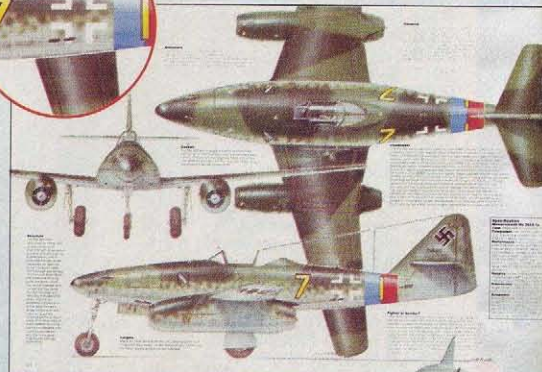
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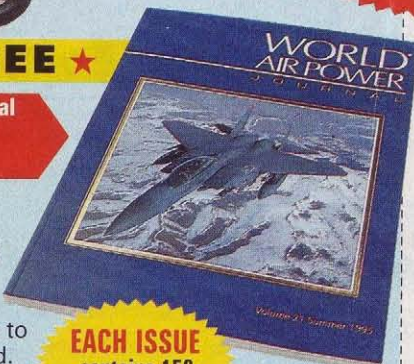
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- 1012 RLM 21 White
- 1013 RLM 22 Black
- 1014 RLM 23 Red

- 1015 RLM 24 Blue
- 1016 RLM 25 Green
- 1020 RLM 27 Gelb
- 1021 RLM 65 Hellblau
- 1022 RLM 66 Schwarzgrau
- 1023 RLM 70 Schwarzgrün
- 1024 RLM 71 Dunkelgrün
- 1025 RLM 74 Graugrün
- 1026 RLM 75 Grauviolett
- 1027 RLM 76 Lichtblau
- 1028 RLM 78 Hellblau

- 1029 RLM 79 Sandgelb
- 1030 RLM 80 Olivegrün
- 1031 RLM 81 Braunviolett
- 1032 RLM 81 A Braunviolett
- 1033 RLM 82 Dunkelgrün
- 1034 RLM 83 Lichtgrün
- 1035 RLM 84 Graublau
- U.S. WWII**
- 1040 US Olive Drab 41
- 1041 US Olive Drab 41 Faded
- 1042 US Green 42

- 1043 US Neutral Gray 43
- 1044 US Sea Blue Flat ANA 607
- 1045 US Sea Blue Gloss ANA 623
- 1046 US Intern. Blue ANA 608
- 1047 US Lt. Gull Gray
- 1048 US Blue Gray
- 1049 US Interior Green
- 1050 US Interior Yellow
- 1051 US Orange Yellow ANA 614
- 1052 US Sand ANA 616

## Warbird Enamel Colors™

### Basic Colors

- 9001 Black
- 9002 White
- 9003 Yellow
- 9004 Blue
- 9005 Red
- 9010 Tire Black
- 9011 Glaze
- 9012 Flat Clear
- 9013 Semi Gloss Clear
- 9014 Gloss Clear

### Germany WWII

- 9020 RLM 02 Grau
- 9021 RLM 65 Hellblau
- 9022 RLM 66 Schwarzgrau
- 9023 RLM 70 Schwarzgrün
- 9024 RLM 71 Dunkelgrün
- 9025 RLM 74 Graugrün
- 9026 RLM 75 Grauviolett
- 9027 RLM 76 Lichtblau
- 9028 RLM 81 Braunviolett
- 9029 RLM 81A Braunviolett
- 9030 RLM 82 Dunkelgrün

- 9031 RLM 83 Lichtgrün
- 9032 RLM 84 Graublau
- 9033 RLM 78 Hellblau
- 9034 RLM 79 Sandgelb
- 9035 RLM 80 Olivegrün
- 9036 RLM 04 Gelb
- U.S. WWII**
- 9040 U.S. Olive Drab 41
- 9041 U.S. O. D. 41 Faded
- 9042 U.S. Green 42
- 9043 U.S. Neutral Gray 43
- 9044 U.S. Sea Blue Flat ANA 607
- 9045 U.S. Sea Blue Gloss ANA 623
- 9046 U.S. Intern. Blue ANA 608
- U.S. Post WWII**
- 9050 Gunship Gray FS 36118
- 9051 Light Gray FS 36495
- 9052 Medium Gray FS 35237
- 9053 Neutral Gray FS 36270
- 9054 Dk. Ghost Gray FS 36320
- 9055 Lt. Ghost Gray FS 36375
- 9056 Lt. Gull Gray FS 36440
- 9057 Gloss Sea Blue FS 15042

### Russia WWII

- 9070 Lt. Gray
- 9071 Dk. Gray
- 9072 Earth Brown
- 9073 Topside Green
- 9074 Lt. Blue

### Finland WWII

- 9080 ID. Yellow
- 9081 Olive Green
- 9082 Lt. Blue

### Japan WWII

- 9090 Navy Green
- 9091 Navy Gray
- 9092 Dk. Army Green
- 9093 Med. Army Green
- 9094 Earth Brown
- 9095 Army Gray
- 9096 A/N Brown Primer
- 9097 A/N ID. Orange, Yellow

### France WWII

- 9100 Dk. Blue Gray
- 9101 Lt. Blue Gray
- 9102 Khaki

- 9103 Brown
- 9104 Tan

### U.K. WWII

- 9110 Dk. Earth
- 9111 Dk. Green
- 9112 Ocean Grey
- 9113 Med. Sea Grey
- 9114 Sky
- 9115 Midstone
- 9116 Azure

### Accessories

- 7001 4" plastic tweezers
- 7002 Lock clamp for holding parts.
- 8003 Decal & Paint Remover
- 8005 Aero Primer
- 8006 Airbrush Thinner 8 oz.
- 8007 Airbrush Thinner 2 oz.
- 8008 Mixing bottles 1/2 oz.
- 8009 Mixing cups 1 oz. impervious to thinner and laquers.
- 8010 Aero Sol
- 8011 Aero Set

1/2 oz color bottles £1.90

Warbird Acrylic Colors™ Licensed POLLY Scale™ Colors from Floquil-Polly S Color Corp.

## AeroMaster Decals™

72-128 Thunderbolts Galore V £4.95



72-129 B-29's Over Korea Pt.I (19BG 30 BS) £4.95

72-130 B-29 National Markings (WWII - post War) £4.95

72-131 B-29's Over Korea Pt.II (19BG 28 BS) £4.95



48-218 Desert Hawks Pt.I (P-40 F/L) £4.95



48-219 Desert Hawks Pt.II (P-40 F/L) £4.95

48-262 IJAAF Fast Recon Dinahs Pt.I £4.95

48-263 IJAAF Fast Recon Dinahs Pt.II £4.95



48-264 Sabres Over Korea Pt.I £6.95



48-265 Sabres Over Korea Pt.II £6.95

48-270 Hot Rod Wildcats Pt.II £4.95  
48-272 B-29's Over Korea Pt.I £4.95  
48-273 B-29's Over Korea Pt.II £4.95  
48-274 B-29's Over Korea Pt.III £4.95



48-275 Big Beautiful Jugs Pt.I £6.95



48-276 Big Beautiful Jugs Pt.II £6.95

48-277 Big Beautiful Jugs Pt.III £6.95



PAF 48-01 Kommodore Adolph Galland (contains 5 colour instruction sheets, 5 decal sheets, 8 complete A/C) £13.95

AeroMaster Products

361  
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**SKOTINKA76**

*From  
Jessa Jaroslav's  
Collection*

